MILKMAID
XMAS
COMPETITION
SEE LAST PAGE.
[63-3

# Hongkong Daily Press.

ESTABLISHED 1857.

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IN PREPARATION.
THE DIRECTORY AND CHRONICLE FOR 1914.
Complete Edition ... $10.00
Smaller ,, ... 6.00
Order now direct, or from the Agents.
Agents in all the Foreign Settlements throughout the Far East.

No. 17,347. 號七十四百三千七萬一第 日二十月十一十年丑癸 HONGKONG, TUESDAY, DECEMBER 9TH, 1913. 二拜禮 號九月二十年二國民華中 PRICE, $3 PER MONTH.

## INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net
In Bags 250 lbs. net.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 9th December, 1913. [1407

MITSU-BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KIOHIDAKE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.
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AGENCIES:—
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MANILA—Messrs. Macondray & Co.
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For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1913. [609

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 22nd September, 1913. [1101

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIRY GUNS in Variety.

Inspection Invited.

W. SCHMIDT & Co.

Hongkong, 18th October, 1913. [1218

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IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).
Telephone No. 515. [56

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

| | | | | |
|---|---|---|---|---|
| 7.00 a.m. | to | 8.00 a.m. | ...Every | 15 minutes. |
| 8.00 ,, | ,, | 10.00 ,, | ... ,, | 10 ,, |
| 10.00 ,, | ,, | 11.00 ,, | ... ,, | 15 ,, |
| 11.30 ,, | ,, | 12.45 p.m. | ... ,, | 15 ,, |
| 12.45 p.m. | ,, | 1.15 ,, | ... ,, | 10 ,, |
| 1.15 ,, | ,, | 1.45 ,, | ... ,, | 15 ,, |
| 1.45 ,, | ,, | 2.15 ,, | ... ,, | 10 ,, |
| 2.15 ,, | ,, | 5.00 ,, | ... ,, | 15 ,, |
| 5.00 ,, | ,, | 8.10 ,, | ... ,, | 10 ,, |

NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

| | | | | |
|---|---|---|---|---|
| 8.00 a.m. | to | 10.30 a.m. | ...Every | 15 minutes. |
| 10.30 ,, | ,, | 11.00 ,, | ... ,, | 10 ,, |
| 11.45 ,, | ,, | 12.00 noon | ... ,, | 15 ,, |
| 12.00 noon | ,, | 1.00 p.m. | ... ,, | 10 ,, |
| 1.00 p.m. | ,, | 5.00 ,, | ... ,, | 15 ,, |
| 5.00 ,, | ,, | 6.00 ,, | ... ,, | 10 ,, |
| 6.00 ,, | ,, | 7.00 ,, | ... ,, | 15 ,, |

NIGHT CARS as on Week Days.
SATURDAYS
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [1152

# THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

| NO. 1 DOCK. | NO. 2 DOCK. | NO. 3 DOCK. |
|---|---|---|
| Docking Length 515 ft. | Docking Length 376 ft. | Docking Length 481 ft. |

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.
[712

WEISMANN'S - - FOR BREAD.

WEISMANN'S - - FOR CAKES.

WEISMANN'S - - FOR CHOCOLATES.

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# SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *KOBE MARU* and *SAKAKI MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

| 1st Class Fares | Connecting at Harbin with | | State Express from Moscow | Wagon-Lits for Moscow | State Express for St. Pet'g. |
|---|---|---|---|---|---|
| $ 40.00 | Shanghai (Steamer) | Lv. | Forenoon | | Wed. |
| Y 14.55 | Dairen ,, | Ar. | | Mon. | Fri. |
| | (S.M.R. Train) | Lv. | 3.25 p.m. | ,, | Sat. |
| | Mukden ,, | Ar. | 11.25 ,, | ,, | ,, |
| Y 11.50 | ,, | Lv. | 11.55 ,, | ,, | ,, |
| | Changchun ,, | Ar. | 4.30 p.m. | Tues. | Sun. |
| R 9.60 | (Russian Train) | Lv. | *8.10 ,, | ,, | ,, |
| | Harbin ,, | Ar. | *2.0 p.m. | ,, | ,, |

SOUTH BOUND.

| Connecting at Harbin with | | | State Express from St. Pet'g. | State Express from Moscow | Wagon-Lits from Moscow |
|---|---|---|---|---|---|
| (Harbin (Russian Train) | Lv. | * 10 a.m. | Mon. | Wed. | Fri. |
| Changchun ,, | Ar. | *6.30 ,, | ,, | ,, | ,, |
| (S.M.R. Train) | Lv. | 7.40 ,, | ,, | ,, | ,, |
| Mukden ,, | Ar. | 1.50 p.m. | ,, | ,, | ,, |
| ,, | Lv. | 2.10 ,, | ,, | ,, | ,, |
| Dairen ,, | Ar. | 10.20 ,, | ,, | ,, | ,, |
| ,, (Steamer) | Lv. | Noon. | Tu. | Th. | Sat. |
| Shanghai ,, | Ar. | Forenoon | — | Sat. | Mon. |

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday and connects with the Wagon Lits service on the Trans-Siberian Railway, is a new Turbine Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of 19 knots per hour, and is fitted with every up-to-date appliance for comfort safety, and convenience. Accommodation: 63 First-Class (including 4 special cabins and 3 family cabins), 20 Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHOSEN THROUGH SERVICE.—Thrice-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki. London to Tokyo in 13½ days; Peking to Tokyo in 4½ days.

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TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISK RESEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's

For Passage, apply to—
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THOMAS COOK & SON, Booking Agents, Shanghai.
NIPPON YUSEN KAISHA, Agents, Shanghai.
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CHINA AND JAPAN.
Should be sent to our Agent:—
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# CHINESE GOVERNMENT RAILWAYS,
## TIENTSIN-PUKOW LINE.

NOTIFICATION NO. 218.

IT IS HEREBY NOTIFIED that the NEW SCHEDULE for our Express Service will come into force on and after the 1ST DECEMBER, 1913, connecting with the Trains of PEKING-MUKDEN LINE, SCHANTUNG-EISENBAHN AND SHANGHAI-NANKING LINE as follows:—

DOWN TRAIN.

| | | | |
|---|---|---|---|
| Tientsin-East ... | Peking-Mukden Train de Luxe from Mukden ... | arr. 10.35 a.m. | Sat. |
| do. ... | Tientsin-Pukow Express ... ... ... ... | leave 11.20 ,, | ,, |
| Tientsin-Central ... | Peking-Mukden Mail Train from Peking ... | arr. 11.25 ,, | ,, |
| do. ... | Tientsin-Pukow Express ... ... ... ... | leave 11.48 ,, | ,, |
| Tsinanfu ... ... | Schantung-Eisenbahn Express from Tsingtau ... | arr. 5.59 p.m. | ,, |
| do. ... | Tientsin-Pukow Express ... ... ... ... | leave 8.12 ,, | ,, |
| Pukow ... ... | Tientsin-Pukow Express ... ... ... ... | arr. 1.13 ,, | Sun. |
| Nanking... ... | Shanghai-Nanking Express to Shanghai ... | leave 2.35 ,, | ,, |
| Shanghai ... | Shanghai-Nanking Express ... ... ... ... | arr. 8.20 ,, | ,, |

UP TRAIN.

| | | | |
|---|---|---|---|
| Shanghai ... ... | Shanghai-Nanking Express ... ... ... ... | leave 7.10 a.m. | Mon. |
| Nanking... ... | Shanghai-Nanking Express ... ... ... ... | arr. 12.30 p.m. | ,, |
| Pukow ... ... | Tientsin-Pukow Express ... ... ... ... | leave 1.45 ,, | ,, |
| Tsinanfu ... ... | Tientsin-Pukow Express ... ... ... ... | leave 6.40 a.m. | Tues. |
| do. ... | Schantung-Eisenbahn Express to Tsingtau ... | leave 8.00 ,, | ,, |
| Tientsin-Central ... | Tientsin-Pukow Express ... ... ... ... | arr. 2.33 p.m. | ,, |
| Tientsin-East ... | Tientsin-Pukow Express ... ... ... ... | arr. 2.53 ,, | ,, |
| do. ... | Peking-Mukden Mail Train to Peking ... ... | leave 3.45 ,, | ,, |
| do. ... | Peking-Mukden Train de Luxe to Mukden ... | leave 1.25 a.m. | Wed. |

*N.B.*—Intending through passengers from Peking on Saturdays are requested to change Train at the Tientsin-Central Station, not the Tientsin-East Station.

BY ORDER.

Tientsin, 20th November, 1913 [1377

# MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contraflo Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

| | | Length on Keel-Blocks. | Breadth at Entrance on Bottom. | Depth of Water on Keel-Blocks. |
|---|---|---|---|---|
| 3 Dry Docks | No. 1 ... ... ... | 510 ft. | 77 ft. | 26 ft. |
| | No. 2 ... ... ... | 350 ft. | 53 ft. | 24 ft. |
| | No. 3 ... ... ... | 714 ft | 88 ft. | 34 ft. |

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.

Floating Docks.

| | No. 1. | No. 2. |
|---|---|---|
| Lifting Power ... ... ... ... | 7,000 Tons. | 12,000 Tons. |
| Max. Length of Ship taken in | 460 Feet | 580 Feet. |
| Max. Breadth ,, ,, ,, ,, | 56 ,, | 66 ,, |
| Max. Draft ,, ,, ,, ,, | 22 ,, | 26 ,, |

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.
Floating Sheerlegs, capable of lifting 40 tons weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
28th May, 1913. [720

# BREWER & CO.,

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TELEPHONE No. 696.

| | | | |
|---|---|---|---|
| Black Silence, by Marie C. Leighton ... | $1.75 | Shipmaster's Handbook to the Merchant Shipping Acts, by Sanford D. Cole | $4.00 |
| Youth Will Be Served, by Dolf Wyllarde | 1.75 | The Pharmaceutical Pocket Book, 1912-13 | 2.75 |
| The Passionate Friends, by H. G. Wells | 1.75 | | |
| The Romance of a Few Days, by Putnam Weale ... ... ... ... ... ... ... | 1.75 | CHRISTMAS CARDS CALENDARS. | |
| Millionaire's Island, by Max Pemberton | 1.75 | ANNUALS: BOOKS FOR BOYS AND GIRLS. | |
| The Coryston Family, by Mrs. Humphrey Ward ... ... ... ... ... ... ... | 1.75 | CHRISTMAS NUMBERS. Graphic, Holly Leaves, London News, Sphere, Pears, &c. | |
| The Winds of God, by Hamilton Drummond ... ... ... ... ... ... | 1.75 | | |
| The Mischief Maker, by E. Phillips Oppenheim ... ... ... ... ... ... | 1.75 | | |

[926

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## "SYNOLEO."

Requires only the addition of cold water to be ready for use.

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MANY ARTISTIC TINTS STOCKED IN HONGKONG.

PARTICULARS OBTAINABLE ON APPLICATION TO THE MAKERS:

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INCORPORATED IN THE UNITED KINGDOM,
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HONGKONG OFFICE, ALEXANDRA BUILDING.

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## HOTELS

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Large Airy Public Rooms.
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Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
26] J. H. TAGGART, Manager.

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All Electric Trams Pass Entrance.
One Minute's Walk from Ferry.
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Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
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Tel Address: "VICTORIA."
R. H. NORTH,
53] Manager.

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA Renders Selections during TIFFIN and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to

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Proprietor.

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TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.
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1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.

P. O. PEUSTER,
Manager.
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SITUATED ON THE BRITISH CONCESSION.

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SITUATED IN THE CENTRE OF PRAYA GRANDE.
Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER,
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FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
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Hongkong, 16th April, 1913. [584

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WINE & SPIRIT MERCHANTS.

HIGH-CLASS WINES.

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VERY SUPERIOR OLD PORT WITH STYLE AND CHARACTER.

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SUPERIOR PALE DRY.

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These Wines are specially recommended, being of Superior Vintage, Old, and thoroughly matured and in fine condition.

A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS.

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*NOTICE TO CORRESPONDENTS.*

ONLY *communications relating to the news column should be addressed to* THE EDITOR.

*Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.*

*All letters for publication should be written on one side of paper only.*

*No anonymously signed communications that have already appeared in other papers will be inserted.*

*Orders for extra copies of* DAILY PRESS *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.*

*Telegraphic Address:* PRESS.
*Codes: A.B.C. 5th Ed. Lieber.*
*P.O. Box., 34. Telephone No. 12.*


BIRTH.

TAVARES.—On November 28th, at Shanghai, the wife of J. M. TAVARES, of a daughter.

DEATH.

O'SHEA.—On December 3rd, at the General Hospital, Shanghai, HENRY DAVID PATRICK O'SHEA, aged 49 years.


HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

# The Daily Press.

HONGKONG, DECEMBER 9TH, 1913.


JAPAN is much concerned at the present time over another "conspiracy," not in Korea this time, but in Formosa, where, it is alleged, a number of Chinese and Formosan natives have been plotting to drive out the Japanese Government and restore the island to China. Upwards of 270 persons who are suspected of having been concerned in the plot are under arrest awaiting trial by Courts which have been specially established for the purpose. If we may venture to form an opinion on the basis of the reports which have been sent from Formosa and published in the Press of Japan, we should say that there is as little need for the Government of Japan to feel alarmed over the security of her hold upon Formosa as there was for apprehension over the "great conspiracy" in Korea a year or two ago. It will be remembered that when the Courts had investigated the allegations made against a hundred and twenty Koreans whom the Police had arrested on a charge of being implicated in a conspiracy —which the police evidence sought to prove had been largely encouraged, if not initiated, by American missionaries—all were liberated but fix or six. It is not improbable, we think, that the "great conspiracy" in Formosa will be found to be equally devoid of any substantial truth. "The main features of the conspiracy," we read, "were that the Chinese Revolutionary forces were to come to attack Formosa shortly, and that men should be collected in Formosa who would rise simultaneously with the advent of the Revolutionary forces and massacre the Japanese." According to a confession alleged to have been made by one of the leading spirits of the movement, the Chinese were to tell the Formosans that they came from Chinese stock and that the Chinese deeply sympathised with them in their subjection to the tyrannical rule of the Japanese and had therefore sent leaders to organise an army of a hundred thousand Formosans who would act in concert with the Chinese force when it landed, in killing off the Japanese and ensuring a restoration of Chinese rule. The newspaper reports say that, "Among those who joined the conspiracy are found teachers of public schools and assistant policemen, who are fairly well educated, others who once held such posts, and some who received Japanese education at medical, Japanese language, and other public schools, and even men of good means, high personal reputation and knowledge, and respected as men of high local standing. When arrested by the police they were perfectly composed and even arrogant in their behaviour." They are represented as ready to die for "the cause." There is one little item of information in the mass which when the Courts come to investigate the affair may supply the key to this very sensational little adventure. We are told that those who joined the conspiracy were each made to contribute a sum of from fifty to eighty yen, while those who undertook the work of recruiting and organising bodies of men were promised appointments as Commanders or Generals, according to the number of men they enrolled, the salaries attaching to these appointments ranging from 10 yen to 80 yen a month. Presumably the 270 "suspects" are men who have paid the membership fees. What is lacking in the reports we have seen is any statement as to payments out by the men who collected the membership fees. In short, the whole story suggests that it is a little enterprise on the part of the leaders in the conspiracy for netting "membership fees." The statement that the "Revolutionary forces in China" entertained an idea of an expedition to China is too transparently absurd to be seriously discussed, and if, as is alleged, a letter purporting to be signed by YUAN SHIH-KAI has been used to satisfy doubting Formosans that the Chinese Government were in earnest in the matter, we may be sure that it was a forgery. Ignorant Formosans may have been deceived by such a trick, but the very fact that the PRESIDENT of the Chinese Republic is represented as backing the designs of "the Revolutionary forces in China" plainly indicates that this "great conspiracy" may turn out to be nothing more than an unscrupulous effort on the part of a handful of individuals to profit by the cupidity of the natives. At the same time, if any large number of people of "high personal reputation and knowledge" have been duped by these representations, it is evidence of grave discontent, the causes of which the Japanese Government would be well advised to investigate.

The English mail of the 8th November was delivered in London on 5th December.

Mr. and Mrs. H. J. Gedge returned to the Colony yesterday, arriving by the s.s. *Siberia*.

The Police Authority in Peking has issued a proclamation prohibiting the purchase of girl slaves by houses of ill-fame.

Lieut.-Colonel F. J. Moberly, D.S.O., 25th Punjabis, who arrived from India on board the P. & O. s.s. *Delta*, on 5th inst., has been taken on the strength of the Command accordingly.

Mr. E. T. Williams, who until lately has been American Charge d'Affaires at Peking left last week to take up the post of Director of the Asiatic Bureau in the State Department.

Mr. John Quincey, the fifth son of Mr. William Quincey, a pensioner of the Hongkong Police Force, and now Police Deputy on the Shanghai-Nanking Railway, has passed with honours for his final London B.A. degree.

The attention of travellers to North China is directed to the new schedule of the express service on the Tientsin-Pukow line, advertised on our front page. The trains on this line connect with trains of the Peking-Mukden line, the Shantung-Eisenbahn and the Shanghai-Nanking line.

There were three cases of plague in the Colony last week (all fatal); four cases of diphtheria (one fatal) and three cases of enteric fever. Three of the diphtheria cases were British, and one of the enteric cases was a German.

The *Church Missionary Gleaner* publishes a very interesting article from the pen of the Rev. N. C. Pope, Chaplain of St. Andrew's, Kowloon, under the caption of "A Wide Open Door." The article is written up from notes extracted from the rev. gentleman's diary concerning his journey to Yunnanfu with the Bishop of Victoria last June.

The Royal Humane Society has awarded to Mr. G. W. Sewell, cashier in the service of Messrs. Deacon, Looker, Deacon & Harston, the Society's honorary testimonial inscribed on vellum, for having on the 22nd June, 1913, gone to the rescue of Tsu Fuk, who was in imminent danger of drowning in the harbour at Hongkong and whose life he gallantly saved.

The death occurred last week at Shanghai of Mr. Henry O'Shea, a well-known journalist, who had been connected with three or four Shanghai papers during the past twenty years or more, and was the correspondent of several leading British and American papers. He had been ill for many weeks and succumbed after a surgical operation. He was 49 years of age.

Much excitement was created in the neighbourhood of Nathan Road, Kowloon, yesterday, at about a quarter-past one, when an Indian suddenly ran amok. He frightened several people by chasing them, and upset a Chinese cyclist who happened to be riding in the vicinity. He was tackled by three European soldiers, but the Indian held them at bay for some while. He took a belt from one of the soldiers and used it effectively as a weapon of defence and offence. Ultimately the madman was cowed with bamboo poles, and having been bound with ropes, he was conveyed to the military compound.

An armed robbery was attempted at No. 37, Elgin Street on Sunday night by four men. The house was occupied by a married woman, who, hearing a knock at the door, went to see who was there. One of the men said he had a letter to deliver, and the woman accordingly opened the door, whereupon the robbers rushed into the house. Two of them were armed with swords, and they threatened the woman. She screamed, however, and a robber then struck her on the head with his sword, causing a nasty wound. One of the robbers was captured, but the others made good their escape.

## MR. R. H. CROFTON APPOINTED TO ZANZIBAR.

Mr. R. H. Crofton, chief clerk in the Colonial Secretary's Office, has been appointed Assistant Chief Secretary to the Government at Zanzibar, and will be leaving Hongkong about a month hence to take up his new post.

Mr. Crofton, who is a B.A. of Cambridge, came to Hongkong in 1903, having previously been an examiner in the Exchequer and Audit Department, London. Six months after his arrival in the Colony Mr. Crofton was appointed Acting Local Auditor, which post he held for nearly twelve months, and in March, 1905, he was appointed Chief Clerk in the Colonial Secretary's Office. During the greater part of the period which has since intervened Mr. Crofton has been Acting Assistant Colonial Secretary and Clerk of Councils.

Mr. Crofton will carry with him to Zanzibar the best wishes of a wide circle of friends in Hongkong by whom he is held in the highest respect and esteem.

## MAIDEN TRIP OF THE S.S. "TAISHAN."

The Hongkong, Canton and Macao Steamboat Co.'s new steamer *Taishan* made her first trip to Macao on Sunday with a good number of excursionists and complement of general cargo on board. The voyage was a most successful one and everything worked quite smoothly. No risks were taken, but under an easy head of steam she took the lead of all competitors and led the way on both trips. This steamer is a distinct advance in comfort and suitability for the trade and the Steamboat Company deserves the support of the public for placing such an up-to-date boat on the line, while the Hongkong and Whampoa Dock Co. merit great praise for their work of constructing such a noble vessel.

The Steamboat Co.'s str. *Heungshan* has gone to Kowloon Dock for her repairs and annual survey.

The *Sui Tai*, having passed her survey, resumed her run yesterday, relieving her sister-ship, the *Sui An*, which went over to the Dock.

# TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE EMBARGO ON ARMS IN ULSTER.

HOAXING THE POLICE.

LONDON, December 8th.

The Customs authorities in Ulster are most active, scouring the coasts on bicycles to prevent gun-running.

The situation is not without its ludicrous side. The police at Portrush, learning of the arrival of a consignment of "arms," hurried to the Station and opened a number of cases, amid the jeers of the crowd. The cases were found to contain dummy wooden guns, destined for the local Boy Scouts.

EXPLOSION OF CARTRIDGES IN A GARAGE.

There were exciting scenes at Belfast at a fire in a garage belonging to a local stockbroker, in which a quantity of cartridges were stored. There were continuous explosions for about 20 minutes. The showers of debris prevented the approach of the firemen, one of whom was badly injured.

## THE HOME RULE CONTROVERSY.

LONDON, December 8th.

Mr. Devlin, M.P., the leader of the extreme section of the Nationalists, speaking at Rathorum, said that if the principle of an Irish Parliament were conceded, the Nationalists would go a great deal further than halfway to meet the Unionists in Ireland. They did not want separation.

## INTERNECINE STRIFE IN ALBANIA.

SANGUINARY CLAN FIGHT.

CETINJE, December 8th.

A number of persons were killed and wounded in a sanguinary faction fight between two Albanian clans at Skutari. The International authorities intervened, whereupon the combatants retired outside the town, and resumed the conflict.

## DUBLIN STRIKE ENDED.

AGREEMENT ON ALL POINTS BUT ONE.

LONDON, December 8th.

An official statement by the Dublin employers says that an agreement has been reached on all points but one, including the abandoning of sympathetic strikes, no strike to be called without a ballot, and the re-organisation of the transport workers on Trades Union lines. The reinstatement of strikers was the only outstanding question, and this led to a collapse at the last moment.

## SUFFRAGETTE LEADER RELEASED.

LONDON, December 8th.

Mrs. Pankhurst has been released from Exeter prison after three days' "thirst" strike.

The announcement of the release was received with wild enthusiasm by the Suffragettes at a meeting at Earl's Court, at which £14,000 was collected.

## THE GREAT WESTERN RAILWAY STRIKE.

SETTLEMENT A SEVERE BLOW TO STRIKERS.

LONDON, December 8th.

The settlement of the strike in South Wales is a most severe blow to the strikers. The Company was very firm in refusing to reinstate the two engine-drivers.

Mr. J. Thomas, M.P., warns the men to profit by their present fatal mistake, and to check the anarchy which could only end in disaster to themselves and ruin to the trades unionists participating.

## THE JAPANESE NAVY.

TOKYO, December 8th.

The new programme of Naval construction provides for three battle-cruisers.

## THE FRENCH POLITICAL CRISIS.

PARIS, December 8th.

M. Doumergue is confident of being able to form a Cabinet of Radicals. M. Caillaux will probably be Minister of Finance and M. Viciani Minister of Instruction.

# TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE WHEELER CASE.

TOKYO, December 8th.

The appeal by Mr. Wheeler, of Messrs. Genz, Wheeler, & Co., against the sentence passed upon him some time ago for alleged fraud has been confirmed. Mr. Wheeler will now appeal to the Court of Cassation.

## DEATH OF MR. W. DENING.

TOKYO, December 8th.

The death has occurred of Mr. Walter Dening, Professor of English at the Second High School, Sendai, at the age of 67.

[The late Mr. Dening was originally a missionary under the Church Missionary Society, but relinquished holy orders in 1885, and took service under the Japanese Educational Department.]

## JAPANESE PRINCE ILL.

TOKYO, December 8th.

His Imperial Highness Prince Higashi-Fushimi is ill.

## WEDDINGS.

### CLARK—HUMPHREYS.

A very large congregation assembled at St. John's Cathedral yesterday afternoon to witness the marriage Mr. Douglas Edward Clark and Miss Dorothy Humphreys, daughter of Mr. Henry Humphreys. The Rev. V. H. Copley Moyle (Chaplain of the Cathedral) officiated at the ceremony. The bride, who was given away by her father, wore a dress of charmeuse, with train of satin and silver brocaded ninon. The bride-maids were the Misses Dorothy and Alix Gordon, who were attired in dresses of white crêpe de chine, with coatees of pink and blue-flowered crêpe de chine, and black picture hats with large pink bows. Mr. W. D. Jupp discharged the duties of "best man." The service was fully choral, the hymns sung being "O Father all creating" and "O Perfect Love," and at the conclusion of the ceremony Mr. Denman Fuller played Mendelssohn's wedding march. A reception was afterwards held at home, "Ian Mor," the residence of Mr. and Mrs. Henry Humphreys, where a very large number of friends assembled to congratulate the newly-wedded pair. The honeymoon is being spent in Japan.

### GUTERRES—GRILL.

A very pretty wedding took place on Saturday, the 29th ult., at the Roman Catholic Church, Kobe, the contracting parties being Mr. J. M. A. Guterres, of Kobe, and Miss Camilla Maria Grill, of Macao, the ceremony being performed by the Rev. P. Fage. The bride was attended by two bridesmaids, Miss Guterres, daughter, and Miss Carmelita Pereira, cousin of the bridegroom, and was led to the altar and given away by Mr. A. T. Guterres. The witnesses were Mr. F. A. de Jesus and Mr. N. F. Guterres. Mr. B. M. Botelho presided at the organ, and played a Roman March, by Clarke, as the bride entered the church, and afterwards played Mendelssohn's Wedding March.

After the religious ceremony a reception was held at the residence of the bridegroom, where friends of the happy couple gathered to offer their congratulations. The wedding presents were very numerous, amongst them being some very pretty and valuable gifts sent by the bride's friends in China. The honeymoon is being spent at Miyanoshita.

## HONGKONG ASSOCIATION LEAGUE DIVISION II.

MATCHES FOR DECEMBER.

Tuesday 9th, 88 Coy. R.G.A. *v.* Moslems R.C. Military Ground at 4 p.m. Referee:—Mr. F. W. Eager.
Saturday 13th, 88 Coy. R.G.A. *v.* Moslems R.C. Military Ground at 2.30 p.m. Referee:—Mr. J. Moran.
Saturday 20th, Boy's Own Club *v.* Moslems R.C. Military Ground at 2.30 p.m. Referee:—Mr. W. E. Doe.
Saturday 27th, 88 Coy. R.G.A. *v.* Boy's Own Club. Military Ground at 4.00 p.m. Referee:—Mr. E. J. Tyler.

## ROYAL HONGKONG GOLF CLUB.

RUNNING POOL, FAN-LING, NOVEMBER, 1913.

| | | | |
|---|---|---|---|
| Capt. James | 90 | 15 | 75 |
| Capt. H. T. Dobbin | 84 | 7 | 77 |
| Mr. E. V. D. Parr | 90 | 13 | 77 |
| Mr. A. C. Davison | 90 | 12 | 78 |
| Mr. F. W. Cary | 94 | 16 | 78 |
| Mr. J. Jack | 100 | 22 | 78 |
| Mr. E. C. Staples | 102 | 24 | 78 |
| Mr. W. D. Kraft | 84 | 5 | 79 |
| Mr. E. D. Mathews | 92 | 13 | 79 |
| Mr. C. A. Tomes | 94 | 15 | 79 |
| Mr. J. Clark | 81 | 1 | 80 |
| Capt Spicer | 88 | 8 | 80 |
| Mr. E. B. Read | 104 | 24 | 80 |
| Rev. Foster-Pegg | 81 | 0 | 81 |
| Mr F. W. Cumming | 82 | 0 | 82 |
| Mr. R. O. Hutchison | 83 | 0 | 83 |
| Mr. A. M. Thomson | 101 | 18 | 83 |
| Mr. F. P. J. Wodehouse | 104 | 20 | 84 |
| Mr. A Ritchie | 91 | 6 | 85 |
| Mr. R. Henderson | 95 | 10 | 85 |
| Mr. F. Milner-Jones | 97 | 9 | 86 |

176 Entries.

## FOOTBALL JOTTINGS.

Saturday's league game between the Club and the Royal Engineers provided many things to be remembered. It is a long time since I saw the Club display anything approaching the excellence of their football against the League Champions. The whole side worked together magnificently, untiringly, willingly, and as a result of their efforts they garnered a well-merited point from the reluctant soldiers. One feels that one cannot write too enthusiastically in praise of the civilians, but the risk of being accused of engaging in "flights of imagination" is one to be avoided if possible. However, I cannot be said to be guilty of "romancing" when I assert that the Club were infinitely the better team, that they had their doughty opponents beaten from the very first kick, and that it was only that grim spectre in the shape of evil fortune, shadowing every step of the Clubmen so persistently, that kept their just deserts from them.

***

Everybody was surprised in the first ten minutes of the game, the soldiers' defenders probably the most of all. The lithe, eager forwards of the Club team veritably swarmed round the Army citadel, and never have I seen a defence so thoroughly flustered, so pitiably demoralised. The restless, irrepressible attackers simply could not be driven off, and we had the rather unique spectacle of seeing Coxon and Morrish kicking wildly, or missing their kick altogether. As I reflect calmly over the first few minutes of this great game, I marvel how the Engineers came out of it with an unblotched sheet. Shot after shot was rained in, the whole forward line, and occasionally the halves, joining in the bombardment. We were on tenter-hooks, expecting a score every second, but it never came. The lively bit of leather declined to pass the R.E.'s goal line. There came a lull in the attacking, and then the Engineers took their turn at offensive tactics, to meet with a defence of the very first order, a defence which owned no loop-holes, a defence that approached perfection as nearly as possible.

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There is a tale to be told concerning a penalty—a penalty which was withheld. Early on in the game, Coxon beat the sphere down with his hand but a few yards from his goal. The Clubmen immediately and justifiably claimed that the referee should order the leather to the 12-yard mark. Apparently the official, whose control of the game was in every way irreproachable with this solitary exception, could not see the infringement, his view being obscured, and long sighs of disappointment were emitted by chagrined civilian spectators and players alike.

***

One can only speculate what would have happened had the penalty been given. There are ten chances to one that the Club would have received such encouragement from a score so early in the game, that they would have held the whip-hand ever onwards, and have annexed both points by more than a goal majority, but there is the odd chance that the Engineers, being stung to desperation, might have experienced a renewal of their forces and abilities. The desperate fighter is ever the most dangerous, and I an inclined to fancy that that distinct trace of lethargy and indifference which was to be found among the soldiers' ranks would have disappeared as the darkness before the light of the sun if the Club had but once got home.

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There were three men in the Hongkong team on Saturday who surely played the games of their lives. Stalker at back was absolutely impenetrable, unbeatable. He has played some sterling games for the Club, but his exhibition against the Engineers easily ranks as his greatest. The soldiers' could never quite overcome him. Their "fancy" winger, Lewis, who did good service for the Colony in the representative matches in Shanghai, was nonplussed, and only on one occasion did he show what he could do, and that effort caused a cold, creepy sort of feeling down the home supporters' spine. The work of Cyril Wilkie and Goldenberg on the left wing was the most brilliant I have yet seen in the Colony. These two comparatively small, light forwards combined beautifully, and it was this wing that did most damage. Wilkie gave us a glimpse of what he is really capable of doing, and his centres were wonderful—centres of which inside forwards dream, and dream again. The only fault that could be found with the forward line was that they failed in their shots, and in some cases failed rather badly.

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After this exhibition, the Club can look forward to their future engagements with a confidence in their own powers which has been sadly lacking in the past, and no team will need any warning from me that they will have all the way to go against the civilians. Before long the Club are going to do that which the croakers declared they would never do—they are going to win, and the men from the *Tamar*, who will provide the opposition in the next league match, will have to look to themselves, or they will be the first victims.

GREEN AND WHITE.

## SUPREME COURT.

Monday, December 8th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR WM. REES DAVIES, K.C.).

THE SOTTO CASE.

The case in which Vicente Sotto, journalist, claims £500 for alleged false imprisonment from Thomas Carey Welch, Assistant Executive Secretary of the Philippine Islands, and Mr. John B. Sawyer, Vice-Consul of the United States of America in Hongkong, reached its fourth day.

Mr. Slade continued his reply to the defence, and referred at once to the all-important point raised by Counsel for the defence: the question of the application of the section of the *Habeas Corpus* Act quoted by him, to extradition proceedings, and in fact, the application of the whole Act to extradition proceedings. He referred to the Canadian case of Hasher and the American case of Scaramanga *v.* Stamp, which had been put in by the defence to give authority for the taking of the opinion of American and Canadian reports and authorities. Mr. Slade pointed out that neither of these cases applied to extradition, and could not therefore be accepted as important. The question which they had to decide in that case depended almost entirely upon the construction to be put upon two points from Acts of Parliament passed long ago, after the separation of the United States from the United Kingdom; the Extradition Act of 1870 and the Summary Jurisdiction Act of 1845. Counsel for the complainant quoted from the American case of Caines, which, he held, referred to the operation of the *Habeas Corpus* Act. This quotation read:—"But the conclusive answer to this objection is that the proceedings in this writ (of *Habeas Corpus*), in the Federal Courts, are not governed by the laws and regulations of the States on the subject, but by the Common Law of England as it stood at the adoption of the Constitution, subject to such alterations as Conference may see fit to prescribe." During that case they had not had the slightest evidence, text book cases or Statutes, as to what alterations the Statute Law of the United States or of Canada had made in the *Habeas Corpus* Act. There were no Acts of Congress, or of the Canadian Legislature, affecting the *Habeas Corpus* Act. Therefore, he thought that the decisions which had been given were of absolutely no importance, because they were an entirely different system of laws to that which was in force in that Colony. As to Hasher's case, his learned friend quoted from this, and then submitted that if a Magistrate thought that the evidence before him was insufficient and declined to interfere, or dismissed the case, that would be no bar to another Magistrate taking up the case on more convincing evidence being forthcoming. Statutes and other things had been quoted, but they did not know what the cases were, or the circumstances and facts of the law in the countries referred to. Therefore, he contended that his Lordship could not attach any weight to what had been put in, as they did not apply to extradition proceedings. In Stalman's case, which Counsel held applied to that action, Lord Alverstone remarked that there was no evidence with regard to the particular charge, and the charge would therefore be dismissed. Lord Alverstone added: "Undoubtedly in this case it is not intended under the Statute that there shall be a second attempt to charge the man with the offence." It was obvious from that statement that the Statute did apply; it could not have been much plainer. His learned friend's argument which was advanced, and which was elaborated by Mr. Potter, was that a Magistrate dealing with an indictable offence only held the preliminary inquiry. Mr. Potter's argument could be fairly summarised in this way—a Magistrate dealing with an indictable offence only held the preliminary inquiry, and that if he discharged the prisoner for want of sufficient evidence, that prisoner was liable to be brought up again by the prosecution and the proceedings re-opened. He further argued that the jurisdiction of a Magistrate in extradition proceedings was not the same as a Magistrate dealing with indictable offences; if he discharged an extradition prisoner on the ground of insufficient evidence, that was no bar to subsequent proceedings to obtain extradition for the same offence. That was the substance of the arguments which had been put forward. He (Mr. Slade) would proceed to show that such contentions were unfounded. With regard to the alleged power of a Magistrate dealing with an indictable offence Counsel said:—"You may charge a man with murder, let him go one day, have a second shot at him the next day, let him off for a week, and then have another go at him." They had no direct authority to show that that was the law, and no cases had been put in directly laying down that that was the law. Mr. Potter had argued that from the terms of the Summary Jurisdiction Act, which regulated the powers of Magistrates, and from the fact that even if the Magistrate had discharged the prisoner he could be indicted again, that that must be the case. "He may be right, he may be wrong," commented Mr. Slade, "but it is an extraordinary thing that there is no direct authority on the subject." The position he desired to take up with regard to his friends' prelinidnary proposition was that it was exceedingly doubtful, because there was no authority for or against. Counsel went on to point out that the age limit for abduction in the Philippines was 24 years; at home it was eighteen years. To abduct at 23 years of age would be no offence under English law, and therefore anyone so charged could not be extradited. The decision of the Magistrate in the Sotto case was absolutely final; if he had decided against prisoner he would have been extradited, and when the decision was for prisoner he was not to be extradited. What the High Court did was to review the decision of the Magistrate, and the decision which the Magistrate ought to have given. Mr. Slade submitted that it was very unfair for anyone in the Colony to have reiterated attacks made upon him, and went on to deal with the case before the Magistrate, who, he said, could give a final decision in an extradition case but not in an indictable offence. The doubt in the case arose over the age of the girl. This had never been proved, and the papers which were handed in with regard to this were held to be unauthenticated. The Magistrate could not decide an indictable offence, but if there was insufficient evidence he could acquit, and therefore, he had jurisdiction. Counsel for the defence had argued that he had no jurisdiction.

Mr. Slade closed his address at 4 p.m., it having occupied two days. He concluded by remarking that it had been suggested there was a defect in the proceedings. The word "proceedings" was a very vague description, and he submitted that the defence had been simply playing upon that word. There was no defect at all. It had also been suggested that the case before the Magistrate was a mis-trial, but that was quite erroneous. Cases also had been quoted which bore absolutely no similarity to the one with which they were dealing. He asked for judgment with costs.

The case was then adjourned until this morning, when Counsel for the defence will briefly reply.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

A WATCHMAN'S WAGES.

Alla Bux, a watchman, of Kowloon, *v.* Mrs. Uschmann, Station Hotel, Kowloon. The claim was for $54, being as to $18 thereof for one month's wages, and $36, balance thereof for damages for wrongful dismissal of the plaintiff. There was also a claim for costs.

Mr. P. S. Dixon (of Messrs. Wilkinson & Grist) was for the defendant, and Mr. J. H. Gardiner for plaintiff.

Mr. Gardiner explained that plaintiff was engaged as watchman in June. On 12th November he told defendant that he was suffering from a bad foot and he asked for leave to go to the hospital. He was allowed to go on the understanding that he would get another watchman in his stead. Plaintiff did so, but after the substitute had done duty for two days, he was sent away by Mrs. Uschmann, who engaged another man. When plaintiff came out of hospital on 19th November, he called on Mrs. Uschmann, but she told him that he was not required. He asked for the money which was due to him and defendant told him to call on the following day. Plaintiff did so, and Mrs. Uschmann then told plaintiff to clear out, and that she would not pay him. A written application had also been made for the money with no result.

Examined on his evidence by Mr. Dixon, plaintiff said that the man whom he secured as a substitute could speak a little English.

Mr. Dixon—Do you know that he was absolutely useless and ran away after working for two days?—He came to the hospital and said that the lady had sent him away.

Mr. Dixon submitted that the engaging of servants was done by Mr. Uschmann, and any case of that nature should have been brought against him.

Mrs. Uschmann denied having engaged the watchman, and also that there had been an agreement to the effect that two months' notice should be given on either side. All engaging was done by her husband.

Defendant then engaged in quite a lively passage of words with Mr. Gardiner.

Mr. Gardiner asked—Is your husband ashamed of being a hotel proprietor?—Why should he be ashamed?

I put it to you, is he ashamed?—I do not know what you mean by being ashamed. You had better ask him yourself. I don't know.

Oh, very well. But how is it that he does not put his name on any papers or notices?—We are dealing with watchmen, not papers.

His Honour—You must answer the question "Yes" or "No"—Well, I don't know anything about the papers.

Mr. Gardiner—It does not say in any advertisement or any of the papers that Mr. Uschmann is the proprietor of the hotel. Besides being hotel proprietor, does your husband do anything else?—Yes, he looks after the N.D.L. godown.

Mrs. Uschmann's further replies were so complicated that Mr. Gardiner remarked—"It is no wonder the watchman could not understand, my Lord." He then asked the hours Mr. Uschmann was employed at the godown, and was informed that it was from 9 a.m. to 12 noon, and 2 p.m. till 5 p.m.

Mr. Gardiner—Then he spends most of his time in the service of the N.D.L.?—I have told you his hours.

But what do you do in the hotel? Don't you give the orders?—No, I just look after the house.

What, are you a charwoman?

His Honour—Now, now; she does not know what that means.

Mr. Gardiner pressed for times and dates, whereupon

Mrs. Uschmann remarked with emphasis—I cannot say all that, my memory won't go back so far. I don't remember.

You have no memory, is that it?—I don't remember.

You say that the watchman engaged does not speak English; do you know that he speaks English as well as you, in fact a little better? Now is it not a well-known fact that you run the hotel yourself?—No, it is not.

Then why should this watchman bring an action against someone who never engaged him?—Because he wants money.

Mrs. Uschmann said that his wife did not manage the hotel; she assisted him. In his absence the hotel was managed by the shroff.

Mr. Gardiner—Are you really serious? You know that your wife has the reputation of being the finest person capable of managing a hotel in the Colony?—I do not know.

But, Mr. Uschmann, you have been in the Colony long enough to know that, and yet you say you leave the "shroff" in charge?—I don't know that my wife has that reputation.

I put it to you that Mrs. Uschmann is running the hotel, and that it is under her control?—She assists me.

His Honour remarked that if Mr. Uschmann was lessee of the hotel, and the contract for wages was made by Mrs. Uschmann, that would not necessarily make her liable. He also said that it was the law in the Colony that if a servant was ill he should find a substitute. If he did not, then his place was not kept open.

Subsequently judgment was given for the defendant, and his Honour remarked that he had no doubt but what Mr. Uschmann would pay the watchman the thirteen days' wages which were due to him.

## ANOTHER DECLINE IN LANGKAT OIL OUTPUT.

The Shanghai Press have been informed by Mr. Geo. McBain, general agent of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat, that he has received telegraphic information, dated 1st instant, from the Sumatra director and manager to the effect that the output of crude oil during the month of November was 6,295 tons.

The output during the previous six months was as follows:—May 10,558 tons, June 8,715 tons, July 7,040 tons, August 6,088 tons, September 6,512 tons, and October 7,015 tons. The output for last month is therefore 717 tons less than that for October, and is almost on a par with the lowest output recorded, *i.e.*, 6,088 tons in August.

## SMALL THEFTS.

Property to the value of about $40, including a watch and chain, was stolen from No. 50, Lascar Row.

A Chinese widow has suffered the loss of her bangles, which were stolen from her house in Des Vœux Road West. The woman suspects a friend who visited her with a view to marriage.

A thief broke open a show-case containing water smoking pipes at No. 279, Des Vœux Road Central, and went away with as many as he could conveniently carry. The missing property is valued at $100.

## SHIPPING NOTES.

The actual extent of the loss of the Chinese steamer *Tuck Yu*, an account of which we published on Saturday, including also the cargo, is estimated roughly at 85,000 yen.

Mr. John Hockson, an officer of the British str. *Indra*, when going into the vessel's hold at Yokohama last week was overcome by gas, which had been used in disinfecting the ship, and fell to the bottom, dying immediately.

The Imperial Japanese Railway Bureau has placed orders for a new steamship of 3,000 tons for passengers, and another of 2,000 tons for freight, for service between Bakan and Fusan. Both steamships will be ruining by the latter part of 1915.

The Philippine coastwise steamer *San Juan*, formerly the property of Messrs. Warner, Barnes & Co., ran upon a reef off Camarines last week. The latest mail news is that her hold is full of water and that she is rapidly going to pieces. The *San Juan* was built at Glasgow in 1880, but the hull was practically rebuilt in 1909. Her owners are Messrs. Ruiz & Rementeria.

Mr. W. Wilmer, the Secretary of the China Coast Officers' Guild, has arrived in the Colony, and is staying at the King Edward Hotel. The Guild has been established in Shanghai for about two years, and during that time it has accomplished much useful work in the interests of officers. The rates of pay have been increased, and officers under a number of steamship companies on the coast have obtained the concession of a return passage Home after five years' service, with half-pay whilst on holiday.

According to the latest returns published by the Mercantile Marine Bureau of the Japanese Department of Communications, the vessels launched during the year ending September 30th were: 141 steamship (59,732 tons) and 155 sailing vessels (20,923 tons). The steamships launched may be classified as follows, according to tonnage:—

| | |
|---|---|
| Steamships between 20 and 100 tons | 71 |
| Steamships between 100 and 500 tons | 59 |
| Steamships between 500 and 1,000 tons | 5 |
| Steamships between 1,000 and 5,000 tons. | 3 |
| Steamships between 5,000 and 10,000 tons. | 1 |
| Steamships above 10,000 tons | 2 |

The sailing vessels of 100 tons and above number 155 with a total tonnage of 20,923.

Among the chief steamships are:—

| | Tons. |
|---|---|
| *Koma Maru* (Financial Department). | 3,120 |
| *Shiragi Maru* (ditto) | 3,100 |
| *Anyo Maru* (Tokyo Kisen Kaisha) | 9,530 |
| *Sakai Maru* (Maritime Association) | 9,870 |
| *Katori Maru* (Nippon Yusen Kaisha) | 10,520 |
| *Kashima Maru* (Nippon Yusen Kaisha) | 10,550 |

There was a triple collision at Shanghai last week at the C.N. Co.'s Watung and C.M.S.N. Co.'s wharves, Pootung, three local coasting steamers being concerned. Before the vessels were clear of the tangle considerable damage had been done, all above the water line, but fortunately no one was injured. The *Shanghai Mercury* gives the following report of the occurrence:—About 3.15 p.m. the C.N. str. *Anhui*, Captain Harris, arrived from Hongkong and proceeded to the Pootung side prior to going alongside the Watung wharf. She dropped an anchor in order to swing to the flood tide. The current was very strong and the *Anhui* swung rapidly and was swept down on the starboard side of the C.M. str. *Poochi*, Captain Taylor, which had just arrived from Wenchow and was lying at the China Merchants' wharf, and about twenty feet of the *Poochi's* bulwarks near the quarter were carried away, and at the same time the *Poochi* was forced from her moorings, with the result that her bows struck the stern of the C.M. str. *Kungping*, Captain J. B. Howie, moored ahead at the same wharf loading for Chefoo, and several plates were dented in. Some of the bulwarks of the *Anhui* were also carried away above the quarter similar to the *Poochi's* damage. As soon as the *Anhui* hove up her anchor she went alongside her wharf, after which an investigation was made of the damage done, and repairs will be effected as soon as possible.

Twelve Lascar stokers of the British India str. *Dilwara* were overcome during the fumigation of the ship at Kobe. No one, says the *Japan Chronicle*, is to be held to blame for the accident but the unfortunate men themselves, who were sleeping in a part of the engine-room where they had no right to be. The work of disinfection was commenced at nine o'clock in the morning, the process being one which lasts for the greater part of the day. A specially-constructed lighter is towed alongside from which the gas is pumped into the holds of the vessel. All the holds are battened down for the operation, while at each vent is placed a rat trap, into which hundreds of these vermin rush to escape the fumes. The gas is a very powerful one, and is of a particularly insidious nature, for it has practically no smell, and men are frequently overcome before they are even conscious of being in danger. Some of the gas pumped into the holds of the *Dilwara* must have penetrated into the engine-room, right at the bottom, where a number of Lascar engine-room hands, twelve altogether, were sleeping for warmth's sake, although they had no permission to be there. They were discovered about 11 in the morning by the Chief Engineer, Mr. Stevenson, who at once summoned help. Mr. Stevenson and his companions then pluckily descended into the engine-room, their noses and mouths being protected, and brought the unconscious Lascars up on deck, one by one. Happily, none of them was dead, and the ship's doctor was able to attend to them at once. Late in the afternoon most of them had come round, while the others, though still unconscious, were expected to revive shortly. It was a fortunate thing, both for the Lascars and the ship, that the poor men were discovered when they were, and the Chief Engineer is to be commended for his promptness in organising th dangerous work of rescue. It was fortunate, too, that the fumes had only just commenced to percolate into the engine-room, otherwise the men would most certainly have been found dead by 11 o'clock, the time when they were first noticed.

### T.Y.K.'S NEW STEAMER.

A large number of the Hongkong public availed themselves of the opportunity accorded them by the Toyo Kisen Kaisha of visiting and inspecting the Company's new steamer, *Anyo Maru*, yesterday afternoon. The steamer was built at the Mitsui Bishi Dockyard at Nagasaki expressly for the requirements of the Company's South America service, and she is in every way an admirably well-equipped and up-to-date vessel. The *Anyo Maru* has a displacement tonnage of 18,500, her gross tonnage being 9,533 and her registered tonnage 5,910. She is classed 100 A1 at Lloyds, and is capable of doing 16 knots per hour. Her cargo capacity is 11,000 tons. She is fitted to carry 30 first-class passengers, 50 second-class, and 650 steerage. There is a special room for women in the steerage. There is an installation of wireless telegraphy on board, in charge of an efficient staff. The appointments of the saloons and cabins are tasteful and luxurious.

Among those who visited the steamer were the Chilian and Peruvian Consuls-General, Dr. Korn and Dr. Gillisple, (of the United States Consulate), Messrs. T. Kusumoto (N.C.K.), F. W. Sutherland (C.P.R.), J. Bentley (of Cook's Agency), and Z. Kamiya (O.S.K.). The visitors were entertained to tea on the vessel, and afterwards made a tour of inspection.

## SUICIDE OF A WELL-KNOWN CAPTAIN.

STRANGE STORY OF THE SEA.

A shocking tragedy, the circumstances of which point to suicide, occurred at Shanghai, last Thursday, some distance from the Bubbling Well Road police station. About three o'clock in the afternoon a mafoo was walking in the vicinity of a bunch of rushes in the Great Western Road Extension, when he noticed the body of a foreigner lying on the ground. He notified his master, and information was at once sent to the police. The body was identified as that of Captain A. Froggart, of the China Merchants' Steam Navigation Company, and in command of the steamer *Irene*, and he was found with a bullet wound through the head.

Captain Froggart, who was about thirty-five years of age, had been with the China Merchants' for a number of years, and was most popular among a large circle of friends. Upon the arrival of the *Irene* in Shanghai about three days ago, the *N.-C. Daily News* says, Captain Froggart reported an affair that had occurred on the voyage, when he encountered a disabled Japanese steamer in the vicinity of the mouth of the Liaoho. According to his statement, the vessel had been abandoned, and was practically waterlogged. In view of this, Captain Froggart had a number of articles transferred from the steamer to his own ship, his intention being to hand them over in Shanghai. When the vessel arrived at Amoy, however, the *Irene* was boarded by Japanese officials. It is stated that Captain Froggart mentioned the matter to the Customs officials, but in the meantime telegraph messages had been despatched to a number of ports on the China coast, and also to Japan. Captain Froggart appears to have thought that trouble would follow, and this seems to have unhinged his mind, resulting in the sad tragedy on Thursday afternoon.

According to a telegram from Dairen published in the *Mainichi* the *Shikoku-maru* (1,404 tons), owned by a Japanese at Osaka, encountered a sudden storm about 45 miles from the mouth of the Liaoho, and was disabled. On the following morning a Chinese steamer which passed close by took no notice of their appeals for aid. The Chief Officer and Chief Engineer proceeded after the Chinese steamer in a boat and asked for help, but the Chinese refused to do anything, saying that their vessel was a regular liner and could not be delayed. Later the *Yuwata-maru* hove in sight, and took the crew aboard, transhipping them about four hours afterwards to the warship *Akitsu-shima*. The warship proceeded to the spot where the *Shikoku-maru* had been abandoned, and saw a Chinese vessel apparently just steaming away from the derelict, which was afire. The outbreak was extinguished by the Japanese sailors, and it was discovered on investigation that the more valuable of the ship's stores and cargo had been stolen. The derelict was towed to Dairen, where the affair was reported. The Civil Administration Office wired to the Japanese Consuls at Hongkong and Amoy, in which direction the Chinese steamer had been seen to proceed, telling them to keep a look-out for it. On the 25th instant a telegram was received from Mr. Kikuchi, Japanese Consul at Amoy, stating that the *Aijin*, (?) belonging to the China Merchants Steamship Company, had entered the port with the loot from the *Shikoku-maru* piled up like a mountain on her decks. It is likely that some diplomatic trouble may occur between Japan and China, the Japanese authorities having lodged a strong protest.


## INTIMATIONS

# FOOT ULCERATED COULD NOT SLEEP

**At Night for It. Caused Lot of Pain. Tried Cuticura Soap and Cuticura Ointment and Foot Was Cured.**

70, Wycliffe Road, Battersea, Eng.—"I had a very bad ulcerated foot caused through a knock two years ago. It caused me a lot of pain and I could not sleep at night for it. I tried many things but they only did good for a time, then it broke out afresh. With my family I was compelled to keep about. I had treatment and it really was no better for it. They said unless I laid up I should not be able to get on my foot any more. At last I desired to try Cuticura Soap and Ointment and my foot was cured." (Signed) Mrs. Goff, Aug. 26, 1912.

**RED BLOTCHES ON SCALP**

25, Harrow St., Osmaston, Derby, Eng.—"My baby had running sores at the top of his head. They came in red blotches and then broke out in mattery sores until they covered the whole of the scalp. It was like matter oozing out. I had no rest with him for about six weeks. He used to cry the whole day long.

"Then I saw the advertisement for Cuticura Soap and Ointment, so I sent for a sample of Cuticura Soap and Ointment. I used them and got another cake of Cuticura Soap and some Cuticura Ointment and it was quite healed." (Signed) Mrs. H. Topliss, May 23, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Lennon, Ltd., Cape Town; Potter Drug & Chem. Corp., Boston, U.S.A.

☞Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-18

**MAPPIN & WEBB,**

**LIMITED.**

**NEW CONSIGNMENTS**

**STERLING SILVER WARE.**

**PRINCE'S PLATE**

(GUARANTEED FOR 30 YEARS).

**CUTLERY.**

From the

**SOLE AGENTS:**

**CHS. J. GAUPP & CO.,**

**ALEXANDRA BUILDINGS.**

CHATER ROAD

141

**CALDBECK, MACGREGOR & Co.**

(ESTABLISHED 1864).

THE OLDEST FIRM OF WINE AND SPIRIT MERCHANTS IN THE EAST.

CHAMPAGNES,

SHERRIES,

MADEIRAS,

MARSALAS,

PORTS,

CLARETS,

BURGUNDIES,

HOCKS,

MOSELLES,

WHITE WINES.

&c., &c.

[25

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*Telegraphic Address: "PRESS."*
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## NEW ADVERTISEMENTS

FOR SALE.

ONE TRIPLE EXPANSION, Vertical Steam Engine, with surface condenser. 500 E.H.P. Cylinders 390 by 600 by 970 mm., stroke 600 mm., rev. p.m. 125. In perfect working condition.

For further particulars apply to—
THE SIAM ELECTRICITY CO., LTD.,
Bangkok.
[1408

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
Arrived Hongkong on 5th December, 1913,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Malwa."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 8th December, 1913. [1

NOTICE TO CONSIGNEES.

P.M. S.S. "SIBERIA,"
FROM SAN FRANCISCO VIA JAPAN PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived Consignees of Cargo are hereby notified to send in their Bills-of-Lading for counter-signature and take immediate delivery of Cargo from the Company's Godown at West Point. All Cargo will be landed immediately at Consignees' risk and expense.

Cargo undelivered by THURSDAY, the 11th Dec., at 5 P.M., will be subject to landing charges.

Cargo remaining undelivered MONDAY, 15th Dec., at NOON, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 13th Dec., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 8th Jan., otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, 8th December, 1913. [32

SITUATION WANTED.

EXPERT male STENOGRAPHER and TYPIST seeks employment. Good references.

Reply— "X. Y."
Care of "Daily Press" Office.
Hongkong, 4th December, 1913. [1400

WANTED.

FURNISHED SITTING ROOM and BEDROOM, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.

Apply—
"BENEDICK,"
Care of "Daily Press" Office.
Hongkong, 20th November, 1913. [1345

NOTICE.

WE HAVE from This Date handed over our Wine and Spirit Department to Messrs. MACEWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.
Hongkong, 1st November, 1913. [1283

NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACEWEN, FRICKEL & Co.
Hongkong, 1st November, 1913. [1284

THE PEAK SCHOOL.

THIS SCHOOL will be OPENED at the PEAK HOTEL on MONDAY, January 5th, 1914, at 9 o'clock.

Application for admission should be made as early as possible to the Undersigned.

M. E. MAIN,
Head-Mistress,
Kowloon School.
Hongkong, 1st December, 1913. [1387

## PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATES for Thirty (30) Shares Numbered 22671 to 22695 and 51166 to 51170 inclusive, standing in the Register in the name of TANG YIK of Hongkong; and Share Certificates for Thirty (30) Shares Numbered 22696 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that, unless the said Certificates be produced at the Offices of the Company, Alexandra Buildings, Des Vœux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 27th November, 1913. [1375

## INTIMATIONS

IN THE MATTER OF THE COMPANIES ORDINANCE, 1865,
and
IN THE MATTER OF GEO. FENWICK & COMPANY, LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 179 of the Companies Ordinance, 1865, that a GENERAL MEETING of the above-named Company will be held at the Offices of the Liquidators, No. 5, Queen's Road Central, on TUESDAY, the 6th day of January, 1914, at 12 o'clock NOON, precisely, for the purpose of having an account showing the manner in which the winding up has been conducted and the property of the Company disposed of, laid before such Meeting, and for the purpose of considering and approving the proposed final return of $3.50 per Share on the issued Capital, determining the Liquidators' remuneration, hearing any explanation that may be given by the Liquidators and also of determining by Extraordinary Resolution the manner in which the Books, Accounts and Documents of the Company and of the Liquidators thereof shall be disposed of.

PERCY SMITH, SETH & FLEMING,
Liquidators.
Hongkong, the Fourth day of December, 1913. [1401

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
1343]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1388

NOTICE.

HAVING been Appointed AGENTS in Hongkong for the Sale of the

CELEBRATED LIPTON'S TEAS.

Purchasers are requested in future to send in all

COUPONS

to the Undersigned, who have been authorised to redeem same.

CRUZ, BASTO & CO.,
1, PRINCE'S BUILDING, HONGKONG.
Hongkong, 5th December, 1913. [1396

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.
Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.

D. CHELLARAM.
Hongkong, 26th July, 1913. [907

STOP! LOOK! LISTEN!

XMAS is Coming, and we have JUST UNPACKED for the Season:—

LADIES' FASHIONABLE SILK NECK-WEAR, Best Varied Selection ever shown in Our Special Show Case.

Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Ninons, Newest Style Tweed and Showerproof Hats,
&c., &c., &c.

Come Early before they are Sold Out.

HOOSAIN-ALI & Co.,
10, D'AGUILAR STREET.
Hongkong, 26th November, 1913. [45

## INTIMATIONS

# LANE, CRAWFORD & Co.

NOW SHOWING

A NEW

SELECTION

OF

EIDER-DOWN QUILTS.

IN

SATIN

AND

SATEEN COVERINGS.

ARTISTIC DESIGNS. ALL SIZES.

MODERATE PRICES.

LANE, CRAWFORD & CO.

[46

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

$16.00

PER CASE OF 6 DOZ. PINTS.
" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.,
[392

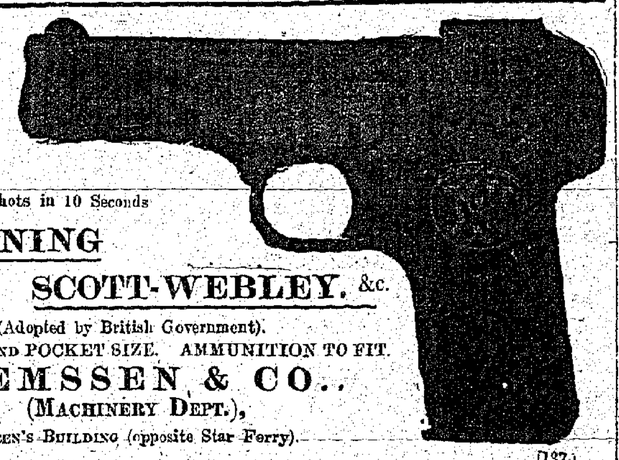
INTERCHANGEABLE RETURN TICKETS ISSUED BY TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED THAT TICKETS ISSUED BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONOURED FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.

PACIFIC MAIL S.S. CO.
CANADIAN PACIFIC ROYAL MAIL S.S. LINE.
TOYO KISEN KAISHA.

[1620

AUTOMATIC PISTOLS.



8 Shots in 10 Seconds

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SCOTT-WEBLEY, &c.

(Adopted by British Government).
ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSSEN & CO.,
(MACHINERY DEPT.),
QUEEN'S BUILDING (opposite Star Ferry).
[137

## ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL.

THREE NIGHTS ONLY.

COMMENCING:
TO-MORROW (WEDNESDAY), 10TH DECEMBER, 1913.

THE LATEST, GREATEST AND MOST WONDERFUL

EDISON

"KINETOPHONE"

ALL NEW TALKING PICTURES BETTER THAN EVER.

12 KINETOPHONE PICTURES EACH NIGHT.

Including:—Two scenes from the Comic Opera "Said Pasha." Over Thirty people are seen and heard in this most successful production.

PRICES ... ... ... $2, $1 and 50 Cts.

Soldiers and Sailors in uniform and Children Half-Price.

BOOKING AT MOUTRIE'S.

Hongkong, 6th December, 1913. [1399

## BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... ... £1,200,000
Reserve Fund ... ... ... ... £1,700,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [133

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital... ... ... ... ... Yen 10,000,000
Capital Subscribed (paid up) " 6,250,000
Reserve Fund ... ... ... " 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

| | | |
|---|---|---|
| Amoy | Swatow | Tainan |
| Anping | Kobe | Tamsui |
| Canton | Nagasaki | Tokyo |
| Foochow | Osaka | Yokohama |
| Keelung | Shanghai | |

HONGKONG OFFICE,
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... ... $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/- —$15,000,000
Silver... ... ... ... $17,450,000
$32,450,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

S. H. DODWELL, Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.

| | |
|---|---|
| G. Friesland, Esq. | J. A. Plummer, Esq. |
| E. Goetz, Esq. | W. L. Pattenden, Esq. |
| C. S. Gubbay, Esq. | H. A. Siebs, Esq. |
| P. H. Holyoak, Esq. | Hon. Mr. E. Shellim. |
| G. B. Lorenz, Esq. | |

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINISTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum

N. J. STABB,
Chief Manager.
Hongkong, 13th October, 1913. [18

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 ( £543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [21

## BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19

THE YOKOHAMA SPECIE BANK, LIMITED.

Authorised Capital ... ... Yen 48,000,000
Paid-up Capital... ... ... " 30,000,000
Reserve Fund ... ... ... " 18,550,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

| | | |
|---|---|---|
| Antung-Hsin | Liao-Yang | Ryojun (Port Arthur) |
| Calcutta | | |
| Bombay | London | San Francisco |
| Changchun | Los Angeles | Shanghai |
| Dairen (Dalny) | Lyons | Tiehling |
| Fengtien (Mukden) | Nagasaki | Tientsin |
| Hankow | Newchwang | Tokyo |
| Harbin | New York | |
| Honolulu | Osaka | |
| Kobe | Peking | |

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [464

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

| | |
|---|---|
| Bombay. | Kobe. |
| Calcutta. | Manila. |
| Canton. | Mexico. |
| Cebu. | Panama. |
| Colon. | Peking. |
| Empire. | San Francisco. |
| Hongkong. | Shanghai. |
| Hankow. | Yokohama. |

CAPITAL AND SURPLUS Gold $7,200,000 equal £1,480,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [1230

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000
Subscribed " ... ... ... 1,125,000
Paid-up " ... ... ... 562,500
Reserve Fund ... ... ... ... 415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [878

Walker Palmer & Co
the Wine Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[74

SPECIALITIES
CORNED OX TONGUES.
CORNED BEEF.
CORNED PORK.
PRESSED BEEF.
GERMAN SAUSAGES.
These are a few of the delicacies offered for sale by
THE
DAIRY FARM Co., LTD.
[28

YOU ARE INVITED to come and Inspect our Fine Assortment of
DOLLS, TOYS,
AND
CHRISTMAS GOODS.
Prices from 10 Cents upwards.
GRAÇA & CO.
PEDDER ST. (Hongkong Hotel Building).
OVER 1,000 DOLLS IN STOCK.
Hongkong, 6th December, 1913. [1153

MARTIN'S
APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who have them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 5/-. MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL PILLS
for Ladies
28

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION
173-2

THE NEW FRENCH REMEDY. No1 No2 No3
THERAPION price 2/9 leading Chemists. CURES
BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC Med. Co. HAVERSTOCK RD HAMPSTEAD, LONDON, ENG.
PARIS DEPOT: 11, RUE CASTIGLIONE. A CURE FOR YOU!
NEW YORK DEPOT: 90, BEEKMAN ST.
TRY NEW DRAGEE (TASTELESS) FORM OF EASY TO TAKE SAFE AND
THERAPION LASTING CURE. 175
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS

VISITOR TO CANTON
Should Purchase.
"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"
BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
PRICE ..... $1.75
On Sale at:—
Hongkong: "DAILY PRESS" Office.
" Messrs. KELLY & WALSH, LTD.
" Messrs. BREWER & Co.
Canton: Messrs. A. S WATSON & Co.

## COMPANY MEETING.

### THE NIPPON YUSEN KAISHA.

HALF-YEARLY REPORT AND ACCOUNTS.

The twenty-eighth general meeting of the shareholders of the Nippon Yusen Kaisha was held on 26th ult. at the Tokyo Chamber of Commerce building. The following is a summary of the accounts for the half-year from April 1st to September 30th:—

| | Yen |
|---|---|
| Net profit for term | 2,884,898 |
| Balance brought forward from last term | 881,891 |
| Total | Yen 3,766,789 |
| | Yen |
| To reserve | 144,246 |
| To the fund for the expansion of the service and the improvement of steamers | 700,000 |
| To the fund for repairing buildings | 500,000 |
| Special reserve | 300,000 |
| Bonuses to officials | 73,555 |
| Dividend (10 per cent. per annum) | 1,100,000 |
| Carried to next term | 948,989 |
| Total | Yen 3,766,789 |

THE REPORT.

The following is the business report of the Company (as it appears in *The Japan Gazette*):—

During the period under review the Company employed eighty-two of its own steamers, aggregating over 346,000 tons, and a chartered steamer of over 3,700 tons, as well as several other specially hired steamers. The cargo carried amounted to over 2,110,000 tons, and the passengers numbered over 165,000. The steamers in the Company's employ covered altogether over 1,920,000 nautical miles.

The Coasting Service.—Business in home waters was generally active. From Osaka, Kobe, Yokohama and the Hokkaido the volume was unprecedentedly large, but owing to the supply of steamers being in excess of the demand, the rate of freight gradually fell. There was also an increase in the number of passengers on the Formosan route. Business in the Hokkaido remains about the same as in ordinary years.

The Far Eastern Service.—On the Shanghai, Tientsin and Dairen services, shipments were numerous both on the outgoing and return voyages. On the Newchwang line shipments always showed a decline on the outgoing voyages. As a result of the second Revolution in the Yangtsze Valley during last summer, business at Shanghai was badly affected. Shipments to Chosen were also small. The Vladivostock service, however, showed a slight improvement over the preceding term, and in order to meet requirements the Company placed an extra vessel on the line. Passengers showed a considerable increase on the Shanghai, Tientsin and Vladivostock routes.

The European Service.—On the outgoing voyages there was a considerable increase in shipments from Japan; also large shipments from Shanghai, Hongkong, the Straits Settlements, Colombo and Marseilles. On the return voyages there were also large shipments of iron material for house-building, cloth, etc., consigned to various ports in the East. In shipments from Antwerp there is still considerable competition among certain foreign companies, and as a result the freight rate has fallen extremely low. Passengers generally showed a decline on both the outgoing and return voyages. During the term under review a large number of bluejackets of the Japanese navy proceeded to London by one of the Company's liners to bring home the battleship-cruiser *Kongo*. In addition to regular lines, the Company twice used the steamer *Wakasa Maru* for the transport of Japanese emigrants to Brazil and for the shipment of timber to Europe *vid* Santos, South America.

The American Service.—Shipments of tea from Japan to the United States fell below those of ordinary years. Moreover, the pending revision of the American Customs tariff has badly affected shipping on the Pacific. On the return voyages the shipments of wheat, flour, etc., were insignificant, because of the poor crops in the United States this year. Only first-class passengers showed a slight increase over the last term.

The Australian Service.—On the outgoing voyages, shipments from Japan, Hongkong and Manila were brisk, and on the return voyages there were large shipments of wheat, fertilizers, etc. First-class passengers showed a diminution, but the second-class and steerage passengers were about the same as in ordinary years.

The Bombay Service.—On the outgoing voyages shipments were about the same as during preceding periods. On shipments to intermediate ports, the freight rate declined, because of keen competition on the Calcutta route. On the return voyage great activity was witnessed in the shipments of cotton, due to the abundant crop in India this year. Cotton consigned to Shanghai, however, showed a diminution, as a result of the unrest in the Yangtsze Valley during the summer.

The New Calcutta Service.—On outgoing voyages shipments were remarkably brisk, due to the gradual development of the Japanese trade in India. On the return voyages shipments to China ports diminished owing to the trouble in Central China. Shipments of Rangoon rice and other agricultural products for Japan were also dull. It is noteworthy that the passengers between India and the Straits Settlements are steadily increasing. Competition between the Company and the British India Steamship Co. was very keen during the term under review, but the Company is determined to continue the struggle to the bitter end.

New Steamers.—As announced in the last report, the Company has placed orders with both foreign and Japanese shipbuilding yards for several liners. Of these, the *Kotori Maru* and the *Kashima Maru* have already been completed in home yards and launched. The former (10,500 tons) was placed on the European service on October 8th, and the latter on November 5th. Besides these, three steamers, each of an aggregate tonnage of 12,000 tons, are expected to be completed in home yards, while two more, each of an aggregate tonnage of 6,500 tons, have already been launched from British yards, and named the *Tokushima Maru* and the *Tottori Maru*. In addition, the Company has ordered from foreign and Japanese yards six cargo boats of 7,500 tons each, to be completed in 1914 and 1915. Altogether nine new steamers, aggregating 81,000 tons, are now under construction.

### QUESTION OF INCREASE OF CAPITAL.

The general meeting adopted the report and accounts for the past half-year, and also the recommendation of the board of directors to pay a dividend at the rate of 10 per cent. per annum. Some of the shareholders inquired whether the board of directors had a scheme on foot to increase the capital of the company. In reply Baron Kondo, the President, stated that the board of directors had no such scheme on foot, but added that the opening of the Panama Canal would certainly revolutionise the marine transport business of the world, and the Government was now considering the probable effects of the opening of the Canal. There was no knowing what orders the Government might issue to the company on the opening of the Canal. The Panama service, unlike other services, would require more steamers than others, and when the Panama service was opened, the company might be forced to find more funds, which should be raised by an increase of capital or by the issue of debentures.

The question was not pressed further.

## THE FREIGHT MARKET.

Messrs. Lamke & Rogge, ship and freight brokers, Hongkong, in their latest circular state:—

During the period that has elapsed since the issue of our last report, only an insignificant amount of business has come to pass. This has been mainly attributable to the scarcity of tonnage in suitable position, and to the often experienced difficulty of making both ends meet.—Tonnage for trip-charter business is still difficult to obtain, the recent collapse of the local rice-market and the consequent momentary dullness in freights from Bangkok having principally affected Chinese time-charters, some of whom have quite a number of vessels on hand at high figures and are losing heavily at present.—Having over-engaged themselves ... and being reluctant to face a few bad months, some charterers have been endeavouring to re-let tonnage for short terms at a loss of $1,000 to $2,000 per month, but the vessels having been taken up at top rates, even with such heavy sacrifice it was impossible to find takers.

It can only be hoped for benefit of all concerned that we may soon see a little more activity in chartering again, even if it should be of but a short duration.

The North reports that although there are not very many orders for "trip-charter" on hand, it is difficult to find vessels in just the right position to fill the few necessary requirements.

SAIGON-HONGKONG.—When last reporting fixtures had been done at 25-24 cents per picul with further enquiry after tonnage at 23 cents, which was not obtainable at the time.—The local rice-market further declining, demand for steamers of medium size only was met at from 20 cents down to 17 cents per picul.—There is not much left now of the old crop produce; and as to the estimate of the new crop, we shall probably be able to say something definite in next issue.—Rice exports from Saigon during this season amount to total 1,035,994 tons as compared with 517,288 tons during the same period last year.—Quotation stands for February-March shipment $4.10 per picul against $4.77 for corresponding period last year.

SAIGON-PHILIPPINES.—No fresh chartering has come to pass during the interval.

SAIGON-JAVA AND OUTWARDS.—Java to this, except regular liners, there is no room for outsiders.—A Japanese vessel running prompt in Java and unable to obtain a sugar-freight outward has accepted a part-cargo of coal from Pulo Laut to this.—Tonnage for parcels of 2,000 tons from Saigon to Java ports for December loading has been inquired for, but owners not willing to look at such freights without a return cargo being guaranteed beforehand, no further business seems to have resulted.

BANGKOK.—The local rice-market having improved during the earlier part of the fortnight, some further vessels had to leave Bangkok for this in ballast, but with a slightly better demand just at present rates—which had dropped to 22½ cents per picul—have again advanced to 30 cents per picul for inside the bar loading, at which part cargoes are now being shipped. The rate Bangkok to Singapore stands at present at 27½ Straits cents, but the market there is also very dull, the stoppage of one of the Chinese banks having caused considerable inconvenience to rice-dealers.

To carry salt from San Yah Bay to Canton a vessel was secured at the rate of $3.75 and from Honkohe Bay to Hongkong and Macao at $3 per ton.

NEWCHWANG-CANTON.—As anticipated, no fresh chartering has transpired, and the port must have been closed by now.

Coal freights from Japan are much firmer and tonnage very scarce.

FIXTURES REPORTED.—Haiphong-Swatow $2.70, Hongay-Swatow $2.30, Hongay-Hongkong $2.25, Hongay-Saigon $3.10, Hongay-Canton $2.30 and Kebao-Chinkiang, private terms.

WM. POWELL, LTD.
TELEPHONE 346.
DRAPERS. MILLINERS. OUTFITTERS.
COMPLETE HOUSE FURNISHERS.
GENTLEMEN'S TAILORS.
"SOME OF THE THINGS WE STOCK"
CHINA. GLASS.
CUTLERY.
ELECTRO-PLATE WARE.
BOOKCASES.
STANDARD LAMPS AND SHADES.
WRITING DESKS. ETC.
INSPECTION INVITED.
6271

INDO-CHINA BRICKS. TILES. PIPES
COMPANY. LIMITED.
BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.
Guaranteed against Typhoon and Leakage.
MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.
ALWAYS IN STOCK. [1049-2

USE Keep your liver active and the small every-day worries and disappointments will not trouble you. It is the mind that makes us happy not our condition of life, and when you keep your stomach healthy, your bowels active, your blood pure by the regular use of Beecham's Pills your mind will always be clear and cheerful. Most of the hardships of life are directly due to disordered digestion. The health of the whole body is affected by the condition of the liver.
BEECHAM'S
By their gentle purifying action Beecham's Pills accomplish wonderful mental and physical changes. They aid digestion and assimilation and enable you to enjoy the great benefit of the full nutriment in your food. They will keep you free from illness and help you to attain success by giving the mind energy, vigour and determination. They have a direct influence upon your bodily comfort and material welfare, and make living easy.
Sold in boxes labelled price 9½d., 1/1½d. & 2/9.
PILLS
223-4

A VICTROLA IN THE HOME
MAKES EVERY ONE HAPPY
It is a source of endless pleasure to the entire household.
Always ready to play at any time for any member of the family, and the Victor repertoire includes every kind of music any one can desire.
PRICES $35 TO $345.
EXCLUSIVE DISTRIBUTERS:
S. MOUTRIE & CO., LTD.
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## NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship
"EMDEN,"
Captain B. Kotz'e, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th Dec. will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 9th Dec., at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.
This Steamer brings on Cargo:
Ex s.s. "Tanger" from Lisbon.
Ex s.s. "Kong Sigurd" from Christiania.
Ex s.s. "Jacoba" from Halmstad.
Ex s.s. "Bygdo" from Drammen.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 3rd December, 1913. [1394

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"
FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Dec. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 20th Dec., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Dec., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th December, 1913. [1405

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Russia* left Vancouver on the 5th December, a.m.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Moji for this port on the 8th December, and is expected here on the 13th December.

The N.Y.K. str. *Kamakura Maru* (Bombay Line) left Kobe for this port on the 8th December, and is expected here on the 15th December.

The N.Y.K. str. *Kaga Maru* (European Line) left Moji for this port on the 8th December, and is expected here on the 15th December.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 6th December, and is expected here on the 5th January.

The N.Y.K. str. *Iyo Maru* (European Line) left London for this port via ports on the 6th December, and is expected here on the 14th January.

The C.P.R. str. *Empress of Asia* left Shanghai on the 7th December, at 1.30 a.m., and is due to arrive at Nagasaki on the 8th December, at 6 a.m.

The I.G.M. str. *Buelow*, carrying the German mails, with dates from Berlin of the 12th November, left Singapore on the 6th December, at 8 p.m., and may be expected here on or about the 11th December, p.m.

## ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1913. With INDEX. Price $7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 30th July, 1913.

## TO LET

TO LET.

MEIRION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December, Newly Painted and Colourwashed.
1, CAMERON VILLAS, No. 60, PEAK, To Let, Furnished, for 1 year from 1st May.
"ROGATE," Austin Road, Kowloon Unfurnished.
No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.
(From 1st November, 1913.)
No. 1, GOUGH HILL, No. 103, PEAK. Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.
"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd December, 1913. [64

TO LET,
Until 31st December, 1914.
SHOP and 1 ROOM, on 1st Floor of 5 Queen's Road Central.
Apply— D. CHELLARAM,
38/40, Queen's Road Central.
Hongkong, 11th November, 1913. [1312

TO LET.
FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th November, 1913. [1313

TO LET.
GODOWN, 94, Wanchai Road.
No. 153, PRAYA EAST.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st December, 1913. [65

TO LET.
OFFICE in ALEXANDRA BUILDING.
Apply—
A. S. WATSON & Co., LTD.
Hongkong, 22nd August, 1913. [995

TO BE LET.
From 1st January, 1914.
NO. 1 to 5, "AIMAI VILLAS," adjoining "OLDESLOE," Kimberley Road, Kowloon.
Apply to—
PATELL & Co.,
79, Wyndham Street, or
A. Abdoolrahim, Architect,
34, Queen's Road Central.
Hongkong, 26th November, 1913. [1372

TO LET OR FOR SALE.
GODOWNS at 98, 98A, 99 and 99A, Praya East.
Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions,
Hongkong, 4th September, 1913. [1035

TO LET.
SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722

TO LET.
OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by The South China Morning Post, Limited.
Possession, 1st May, 1914, or earlier.
FLATS, "WILD DELL," Wanchai Road.
"HOMESTEAD," No. 45, Peak. Immediate possession.
Apply to—
SANG KEE,
Care of COMPRADORE DEPARTMENT,
Hongkong and Shanghai Bank.
Hongkong, 28th October, 1913. [1083

## OVERWORK AND ITS CONSEQUENCES.

HOW TO REMOVE AND AVOID THEM.


Tired brains, broken sleep, irritable temper, disordered digestion—who does not know the torture of these and other nervous symptoms when he is overworked or overwrought from any cause?

These symptoms are all due to the phosphorus of the brain and body being used faster than it can be obtained from the food. A cure can, therefore, only be obtained by restoring the phosphorus. This is exactly what Sanatogen does. Dr. C. W. Saleeby, the eminent medical author, writes: "A special point about Sanatogen is not only that phosphorus is there, but it is absorbed. It appears to have solved the problem of giving phosphorus in such a way that the nervous system can take hold of it—a problem which has not hitherto been solved by the usual modes of administering this element."

The result is, as Sir Luke White, M.P., one of the most distinguished lawyers in the House of Commons, writes: "My experience of Sanatogen confirms the medical opinion. There is no longer that feeling of fatigue which one previously experienced, but there follows from its use a distinct restorative effect."

Neither country nor climate makes any difference to Sanatogen's action.

Sanatogen may be obtained of all Chemists, in bottles of two sizes.

[11LS 622


## SHIPPING IN PORT.

STEAMERS.

ANYO MARU, Japanese str., 9,533, T. Ota, 6th December—Nagasaki 30th November, —Toyo Kisen Kaisha.

BENCLEUCH, British str., 2,950, G. McMillan, 5th December—Singapore 30th Nov., General—Gibb, Livingston & Co.

CARL DIEDERICHSEN, German str., 774, H. Frandsen, 6th December—Haiphong 2nd December, Rice.—Jebsen & Co.

CHANGCHOW, British str., 1,203, H. Trowbridge, 5th December—Saigon 29th November, Rice and Flour.—Butterfield & Swire.

CHOI SING, German str., 1,021, Juh Bruhn, 5th December—Bangkok 27th Nov., Rice—Butterfield & Swire.

CLARA JEBSEN, German str., 1,105, J. Bruhn, 6th December—Bangkok 28th November, Rice.—Jebsen & Co.

ELSBETH, German str., 991, Bing, 1st December—Hoihow 30th November, General.—Jebsen & Co.

FOOSHING, British str., 1,423, J. M. Hay, 30th November—Bangkok 20th November, Rice.—Jardine, Matheson & Co.

HAICHING, British str., 1,267, W. C. Passmore, 7th December—Swatow 6th December, General.—Douglas Lapraik & Co.

HITACHI MARU, Japanese str., 4,163, T. Yamawaki, 6th Dec.—Singapore 30th Nov., General—Nippon Yusen Kaisha.

HONGKONG, French str., 739, Marquerite, 6th December—Haiphong 4th December, General.—A. R. Marty.

HOPSANG, British str., 1,359, Robertson, 6th December — Chingwantao 3rd December, Coal.—Jardine, Matheson & Co.

HUICHOW, British str., 1,222, Hooker, 2nd December—Tientsin 26th November, General.—Butterfield & Swire.

KANCHOW, British str., 1,222, G. Monkman, 7th December—Shanghai 4th December, General.—Butterfield & Swire.

KAWACHI MARU, Japanese str., 2,950, Christiansen, 6th December—Singapore 30th December, General.—Nippon Yusen Kaisha.

KOREA, American str., 5,651, A. W. Nelson, 29th Nov.—San Francisco 28th Oct., General—Pacific Mail S.S. Co.

KWANGLEE, Chinese str., 1,168, McArthur, 3rd December—Shanghai 30th November, General.—Chinese.

KWANGTAH, Chinese str., 1,53, Stewart, 7th December—Shanghai 3rd December, General.—Chinese.

KYODO MARU, Japanese str., 1,956, Morisaki, 1st December—Newchwang 25th November, Coal.—Mitsui Bussan Kaisha.

LANDRAT SCHEIFF, German str., 1,072 A. Struve, 5th Dec.—Saigon 30th November, General—Siemssen & Co.

LIANGCHOW, British str., 1,220, Wm. Beason, 3rd December—Shanghai 30th November, General. — Butterfield & Swire.

M. S. DOLLAR, British str., 2,674, J. J. Gear, 30th November—Manila 26th November, General.—Robert Dollar Co.

MUNCASTER CASTLE, British str., 3,050, L. A. McDonald, 5th December—Keelung 4th December, General.—Dodwell & Co.

PANAMA MARU, Japanese str., 3,759, J. Kanao, 30th November—Shanghai 27th November, General.—Osaka Shosen Kaisha.

PROMETHEUS, Norwegian str., 1,025, J. Jensen, 4th December—Japan 28th November, Coal.—Aagaard, Thoresen & Co.

SABINE RICKMERS, Dutch str., 573, Jagt, 30th November—Swatow 29th November, Ballast.—Asiatic Petroleum Co.

SEGOVIA, German str., 3,161, F. Buch, 2nd December—Shanghai 29th November, General.—Hamburg-Amerika Linie.

SENTA, German str., 992, N. Jensen, 7th December—Bangkok 26th November, Rice.—Chinese.

SOSHU MARU, Japanese str., 1,119, K. Tashiro, 5th December—Swatow 4th December, General—Osaka Shosen Kaisha.

TATONTSE, French str., 691, Krolhon, 4th December—Tsingtau 28th November, Coal.—A. Bune, & Co.

TEAN, British str., 1,351, J. V. Sidford, 5th December—Manila 2nd December, General.—Butterfield & Swire.

TOTTORI MARU, Japanese str., 5,915, A. Moses, 4th December—Singapore 27th November, General.—Nippon Yusen Kaisha.

TOYOKA MARU, Japanese str., 1,617, K. Kobayashi, 2nd December—Wakamatsu 26th November, Coal.—Mitsu Bishi Goshi Kwaisha.

ULV, Norwegian str., 885, Pedersen, 7th December—Bangkok 26th November, Rice.—Chinese.

WINGSANG, British str., 1,517, J. H. Lishman, 5th December—Swatow 4th December, General.—Jardine, Matheson & Co.

## THE BOXER RISING.

STORY RE-TOLD BY SIR CLAUDE MACDONALD.

The 23rd session of the Japan Society was opened last month at 20, Hanover-square, when Sir Claude MacDonald, formerly British Ambassador at Tokyo, read a paper on the Japanese Detachment during the defence of the Peking Legations in 1900.

The Japanese Ambassador, president of the society, who was in the chair, said that on the eve of his departure from Japan he was invited to a feast by their sister society in Tokyo, and he was happy to be the bearer from it of greetings and good wishes to them. They all knew that it was chiefly owing to the gallant and careful guidance of Sir Claude MacDonald that the lives of so many persons were saved during the terrible Boxer trouble, and they would all agree that the whole civilized world owed deep gratitude to Sir Claude MacDonald, and also to Lady MacDonald, for his untiring efforts in the cause of humanity. (Cheers.)

Sir Claude MacDonald said that the materials for his paper were drawn from his own official report of the siege of the Legations, supplemented by valuable notes which he had taken from a pamphlet sent to him by his old comrade, Lieut.-General Shiba. If it could be said that the besieged community owed their lives to one more than another where all did so well, it was to this quiet, cool, determined, and resourceful Japanese officer. The Boxer wave of murder and incendiarism swept up to the gates of Peking about the last days of May. The foreign representatives, seeing that the anti-foreign influence was too strong for them, determined to take the law into their own hands and ordered up from Tientsin sailors and marines to protect the foreign community. On May 31st these Legation guards arrived, numbering in all 18 officers and 399 men of eight different nationalities. Their arrival was a very impressive sight, and for the time being put an end to the deep anxiety which prevailed. No one imagined that within a few days the Boxers would be reinforced, or rather replaced, by the disciplined and well-armed troops of the Chinese Empire, who at a given signal would pour a merciless fire into the foreign quarter, driving terrified women and children to shelter and causing the handful of foreign troops to man the hastily improvised barricades and loop-holes. Yet that was what happened. The Japanese detachment, when it marched in, consisted of an officer and 24 non-commissioned officers and men, and a force of volunteers was at once organized. The Japanese volunteers were at first practically unarmed, but at the beginning there was no intention of utilizing them in the fighting line. On June 19th all the foreign representatives received the communication from the Chinese Government ordering them and their wives, families, and staff to leave their Legations within 24 hours, and proceed to Tientsin. The day on which the notice expired was one of ominous stillness until a few minutes before the end of the 24 hours, when a perfect storm of rifle fire was poured into the Legation quarter. All night the firing continued, and it went on practically without intermission until towards the end of July.

The lecturer recounted in detail many of the incidents in the defence of the Legations. Speaking of the end of June he said that the materials for sandbags gave out, so tablecloths, curtains, and ladies' dresses were used up, and Colonel Shiba had noted the dazzling effect of a rampart of sandbags made up of pink, purple, blue, and white materials, consisting of rich brocades and priceless embroideries which had been ruthlessly torn up for the purpose. Valuable furs were also made use of and Mongolian camel's hair rugs were spread over the breastworks. On July 3rd Colonel Shiba reported that a Commissariat Committee was formed in the Japanese Legation, and it was found that rice sufficient for a fortnight remained. There was also a certain number of horses, donkeys, and mules, and at the outset 150 or 160 of these animals were put out to pasture. The last horse was killed a few days before relief came and went to feed the women and children and the sick. Every effort during the siege was made to communicate with the outside world, but few got through. Letters were mostly written on the thin Japanese paper and were hidden in various ways in hats, soles of boots, and the handles of umbrellas. Referring to the day when the relieving army arrived, Colonel Shiba said, "The British Indian troops entered the beleaguered quarter amidst scenes of the wildest enthusiasm." He had, of course, expected that the Japanese troops would be first in and was naturally disappointed. Many accounts had been written of this siege, and it was strange that every single writer had affirmed that the troops of his own particular nationality were the first to enter. As a matter of fact, the British troops were the first—(laughter)—closely followed by the Americans. Colonel Shiba's love of the truth had evidently prevented him from joining the ranks of the class of writers to which he had referred. (Cheers.)

## DEATH OF A GERMAN CONSULAR OFFICIAL.

A cable has been received in Singapore announcing the death, on board the N.D.L. str. *Derfflinger*, near Genoa, on the 25th November, of Mr. Karl Armin Krieg. The deceased gentleman was commercial expert attached to the German Consulate General at Singapore for about eight months before he left on the *Derfflinger*. He was sent out at the instance of the German Foreign Office. A few months ago he developed internal cancer and was taken to the Nursing Home where an operation was performed. The malady, however, had gone so far before treatment that there was little hope of complete success in the operation, and he was exceedingly ill when he left for home on the mail-boat, accompanied by his wife. The receipt of the cable announcing his death, indeed, was expected. During their short stay in Singapore Mr. and Mrs. Krieg resided at the Hotel de l'Europe, and both had become well-known in social circles. Deceased was only 35 years of age. The sympathy of their friends will be extended to Mrs. Krieg in her bereavement.—*Straits Times.*


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October 17th—*Benvenue, Furst Bulow.*

October 24th—*Calchas, Annam, Yorck, Brodvale.*

October 31st—*Agamemnon, Perseus.*

November 4th—*China, Goldenfels.*

November 7th—*Satsuma, Baron Balfour.*

November 11th—*Keemun.*

November 14th—*Indien, Nile Afghan Prince.*

November 18th — *Benlawers, Borneo, China, Ghazee, Liberia, Merionethshire.*

November 21st—*Bulow, Ceylon, Derfflinger, Silesia, Paul Lecat.*

November 25th — *Lennox, Miyasaki Maru, Monmouthshire, Ningchow, Oanfa, Syria, Radnorshire.*

November 28th — *Austria, Benvorlich, Peleus, Ellen Rickmers, Idomeneus, Theseus, Atlantique, Nankin.*

December 2nd.—*Bendoran, Cyclops, Kumo Maru, Peiho, Shimosa, Yeddo, Yunnan, Hoerde, Rhesus.*

December 5th—*Bayern, Dumbea, Koerber, Kitano Maru, Kleist, Lutzow, Somali, Tranquebar, Preussen.*

## ARRIVALS AT HOME.

December 5th — *Derfflinger, Liberia, Atlantique.*


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## WEATHER REPORT.

On the 8th at 10.40 a.m.—Pressure has increased moderately over Japan and decreased slightly over China, Indo-China, and the Philippines.

The anti-cyclone has spread eastward and is now central over the Eastern Sea.

The monsoon will be interrupted to the north of Foochow and will moderate over the N China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| DISTRICT. | FORECAST. |
|---|---|
| * Hongkong & Neighbourhood | |
| Formosa Channel ... ... | N.E. winds, strong. |
| South coast of China between Hongkong and Lamocks. | The same as No. 1. |
| South coast of China between Hongkong and Hainan... | The same as No. 1. |

* E. winds, moderate; fine.

## CHINA COAST METEOROLOGICAL REGISTER.

8TH DECEMBER, 1913, A.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Wind Direction. | Wind Force. | Weather. |
|---|---|---|---|---|---|---|---|
| Vladivostock ... | 7 a. | 30.17 | 26 | — | SE | 0 | o |
| Nemuro ...... | 6 a. | 30.04 | — | — | NE | 3 | — |
| Hakodate ...... | „ | 30.19 | — | — | NNW | 2 | — |
| Tokio ........... | „ | 30.22 | — | — | NNE | 1 | — |
| Kochi ........ | „ | 30.33 | — | — | W | 1 | — |
| Nagasaki ...... | „ | 30.33 | — | — | — | 0 | — |
| Kagoshima ... | „ | 30 33 | — | — | NE | 1 | — |
| Oshima ........ | „ | 30.28 | — | — | S | 1 | — |
| Naha ........ | „ | 30.30 | — | — | ENE | 1 | — |
| Ishi'jma ...... | „ | 30.23 | — | — | NNE | 2 | — |
| Bonin Is. ...... | „ | 30.14 | — | — | N | 1 | — |
| Chefoo ........ | „ | — | — | — | — | — | — |
| Weihaiwei ... | „ | 30.25 | 37 | 71 | WSW | 3 | b |
| Hankow ...... | „ | — | — | — | — | — | — |
| Ichang ........ | „ | — | — | — | — | — | — |
| Kiukiang ...... | „ | — | — | — | — | — | — |
| Changsha ...... | „ | — | — | — | — | — | — |
| Shanghai ...... | „ | 30.33 | 37 | — | ESE | 1 | b |
| Gutzlaff ...... | „ | 30.28 | 46 | — | SE | 2 | bv |
| Sharp Peak ... | 7 a. | 30.28 | 57 | — | NW | 2 | b |
| Amoy ........ | 6 a. | 30.26 | 57 | 94 | NNW | 2 | b |
| Swatow ........ | „ | 30.31 | 55 | 80 | NE | 1 | b |
| Taihoku........ | 5 a. | 30.24 | — | — | E | 6 | — |
| Taichu ........ | „ | 30.20 | — | — | — | 0 | — |
| Tainan ........ | „ | 30.20 | — | — | NE | 2 | — |
| Koshun ........ | „ | 30.19 | — | — | NE | 10 | — |
| Pescadores ... | „ | 30.14 | — | — | N | 8 | — |
| Canton ........ | 6 a. | 30.23 | 54 | 80 | N | 2 | b |
| Hongkong ... | 6 a. | 30.21 | 62 | 61 | NE | 3 | b |
| Gap Rock ...... | „ | 30.86 | — | — | E | 5 | b |
| Macao ........ | „ | 30.19 | 59 | — | NNW | 1 | o |
| Wuchow ...... | 9 a. | 30.29 | 57 | 81 | E | 2 | o |
| Hoihow ........ | „ | — | — | — | — | — | — |
| Pakhoi ........ | „ | — | — | — | — | — | — |
| Phulien ........ | 6 a. | 30.19 | 59 | — | ENE | 2 | o |
| Tourane........ | „ | 30.11 | 66 | — | NW | 7 | o |
| Cape St. James | „ | 29.95 | 70 | — | NNE | 2 | o |
| Aparri ........ | „ | 30.06 | 72 | — | SW | 1 | d |
| Manila ........ | „ | 29.98 | 72 | — | NE | 1 | o |
| Legaspi ........ | „ | 29.95 | 79 | — | NE | 1 | o |
| Bacolod ........ | 9 a. | 29.95 | 80 | — | NE | 2 | o |
| Iloilo ........ | „ | — | — | — | NW | 3 | b |
| Cebu ........ | „ | 29.94 | 83 | — | E | 1 | — |
| Labuan ........ | „ | 29.92 | 83 | — | — | — | — |

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 8th.

| | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer ........ | 30.23 | 30.21 | 30.15 |
| Temperature .. .. | 68 | 62 | 67 |
| Humidity...... .. | 22 | 61 | 51 |
| Wind Direction ... | East | NE | East |
| „ Force ..... | 2 | 3 | 3 |
| Weather ........ | c | b | c |
| Rain.............. | — | 0.00 | — |

Highest open air Temperature on 7th ... 68
Lowest open air Temperature on 7th ... 57

## HONGKONG TIDE TABLE.

From 9th to 15th December, 1913.

| Days of Week | Days of Month | High Water H'kong. Mean Time. h. m. | Height ft. in. | Low Water H'kong. Mean Time. h. m. | Height ft. in. |
|---|---|---|---|---|---|
| Tues. | 9 | m 6 21 | 5 0 | m 0 58 | 3 8 |
| | | 6 34 a | 6 3 | 0 19 a | 3 1 |
| Wed. | 10 | m 7 21 | 4 8 | a 1 44 | 3 1 |
| | | 6 49 a | 6 8 | 0 47 a | 3 3 |
| Thurs. | 11 | m 8 19 | 4 7 | m 2 23 | 2 5 |
| | | 7 10 a | 7 3 | 1 14 a | 3 5 |
| Fri. | 12 | m 9 16 | 4 6 | m 3 0 | 1 9 |
| | | 7 40 a | 7 8 | 1 40 a | 3 6 |
| Satur. | 13 | m 10 11 | 4 5 | m 3 36 | 1 4 |
| | | 8 17 a | 8 2 | 2 6 a | 3 7 |
| Sun. | 14 | m 11 4 | 4 4 | m 4 13 | 1 0 |
| | | 1 58 a | 8 5 | 2 33 a | 3 8 |
| Mon. | 15 | m 11 55 | 4 3 | m 4 54 | 0 7 |
| | | 9 40 a | 8 7 | 3 2 | 3 8 |


華字日報 (reading: 香港中外新報)

CHUNG NGOI SAN PO (Chinese *Daily Press*), PUBLISHED DAILY, is the oldest and still immeasurably the best Advertising medium among the Native Community.

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## VESSELS ON THE BERTH

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRA" ... On or about 13th Dec.
For Freight and further information apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 20th November, 1913. [1341

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA,"

Captain W.R. LeMare, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 20th December, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the same bottom, due in London on the 31st January, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 8th December, 1913. [1

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SAINT PATRICK" ...
On or about 24th Dec.
For Freight and further information, apply to—
DODWELL & Co., LTD.,
Agents.
Hongkong, 5th December, 1913. [1398

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A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

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## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAMES. | FLAG & RIG | BERTH. | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|---|
| LONDON & ANTWERP VIA SINGAPORE, &C. | SUNDA | Brit. str. | — | C. E. Irving, R.N.R. | P. & O. S. N. Co. | To-morrow, at 10 A.M. |
| LONDON VIA USUAL PORTS OF CALL | DELTA | Brit. str. | — | W. R. Le Mare, R.N.R. | P. & O. S. N. Co. | On 20th inst., at Noon. |
| LONDON, ROTTERDAM & ANTWERP | DEN OF GLAMIS | Brit. str. | — | ... | JARDINE, MATHESON & Co., LD | On 28th inst. |
| MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID | AUSTRALIEN | Fren. str. | — | Mouret | MESSAGERIES MARITIMES | On 16th inst. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C | KAGA MARU | Jap. str. | — | Sekine | NIPPON YUSEN KAISHA | On 17th inst., at D'light. |
| MARSEILLES, ROTTERDAM & HAMBURG, &C. | FUERST BUELOW | Ger. str. | k. w. | Jäger | HAMBURG-AMERIKA LINIE | On 29th inst. |
| MARSEILLES, HAVRE & HAMBURG, &C. | C. FERD. LAEISZ | Ger. str. | k. w. | Geissel | HAMBURG-AMERIKA LINIE | On 2nd Jan. |
| HAVRE, EMDEN, BREMEN & HAMBURG, &C | ISTRIA | Ger. str. | k. w. | Kirchhoff | HAMBURG-AMERIKA LINIE | On 20th inst. |
| HAVRE, BREMEN & HAMBURG, &C. | ALTMARK | Ger. str. | k. w. | Kuaisel | HAMBURG-AMERIKA LINIE | On 26th inst. |
| ROTTERDAM, HAMBURG & ANTWERP, &C. | BRASILIA | Ger. str. | k. w. | Deinat | HAMBURG-AMERIKA LINIE | On 17th inst. |
| ROTTERDAM, HAMBURG & ANTWERP, &C | GOLDENFELS | Ger. str. | k. w. | Diedrichsen | HAMBURG-AMERIKA LINIE | On 11th Jan. |
| COPENHAGEN, GOTHENBURG & BALTIC PORTS | CEYLON | Swed. str. | — | ... | ARTHUR NILSSON & Co. | About 15th Jan. |
| VICTORIA, B.C., & TACOMA VIA SHANGHAI &C. | PANAMA MARU | Jap. str. | — | J. Kanno | OSAKA SHOSEN KAISHA | To-morrow, at 1 P.M. |
| VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C | SADO MARU | Jap. str. | — | A. Sakawa | NIPPON YUSEN KAISHA | On 16th inst., at Noon |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND | MERIONETHSHIRE | Brit. str. | — | ... | JARDINE, MATHESON & Co., LD | On 23rd inst. |
| VICTORIA, B.C., & TACOMA VIA JAPAN, &C. | SEATTLE MARU | Jap. str. | — | T. Saito | OSAKA SHOSEN KAISHA | On 25th inst., at 1 P.M. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON | YORCK | Ger. str. | — | F. Lorsen | MELCHERS & Co. | To-morrow, at 10 A.M. |
| TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &C. | AFRICA | Aus. str. | — | ... | SANDER, WIELER & Co. | On 15th inst., at 4 P.M. |
| TRIESTE, FIUME, VENICE VIA SINGAPORE, &C., | E. F. FERINDAND | Aus. str. | — | ... | SANDER, WIELER & Co. | About 31st inst. |
| NEW YORK VIA PORTS & SUEZ CANAL | INDRA | Am. str. | — | ... | SHEWAN, TOMES & Co. | About 13th inst. |
| NEW YORK | SAINT PATRICK | Brit. str. | — | ... | DODWELL & Co. LTD. | About 24th inst |
| VANCOUVER VIA SHANGHAI JAPAN, &C. | EMPRESS OF JAPAN | Brit. str. | 2 m. | W. Dixon Hopcaft | CANADIAN PACIFIC R. Co. | On 18th inst., at Noon. |
| VANCOUVER VIA SHANGHAI JAPAN, &C. | MONTEAGLE | Brit. str. | 2 m. | F. L. Davison | CANADIAN PACIFIC R. Co. | On 15th Jan., at Noon. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &C. | CHIYO MARU | Jap. str. | — | W. W. Greene | TOYO KAISEN KAISHA | On 22nd inst., at Noon. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &C. | KOREA | Am. str. | — | A. W. Nelson | PACIFIC MAIL S.S. Co. | To-day, at 1 P.M. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &C. | SIBERIA | Am. str. | — | A. Zeeder | PACIFIC MAIL S.S. Co. | On 16th inst., at 1 P.M. |
| AUSTRALIAN PORTS VIA MANILA | ST. ALBANS | Brit. str. | — | ... | GIBB, LIVINGSTON & Co. | On 11th inst., at 10 A.M. |
| AUSTRALIAN PORTS VIA MANILA | KUMANO MARU | Jap. str. | — | M. Winckler | NIPPON YUSEN KAISHA | On 17th inst., at Noon. |
| AUSTRALIAN PORTS VIA MANILA | COBLENZ | Ger. str. | — | L. Klugkist | MELCHERS & Co. | On 27th inst., at 9 A.M. |
| MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN | ANYO MARU | Jap. str. | — | ... | TOYO KISEN KAISHA | To-morrow, at Noon, Quick despatch. |
| JAPAN | TJIPANAS | Dut. str. | — | ... | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| YOKOHAMA, KOBE & MOJI | YATSHING | Brit. str. | — | R. Y. Anderson | JARDINE, MATHESON & Co., LD | On 20th inst., at Noon. |
| YOKOHAMA & KOBE VIA SHANGHAI | CHINA | Aus. str. | — | ... | SANDER, WIELER & Co. | About 1st Jan |
| KOBE | COBLENZ | Ger. str. | — | L. Klugkist | MELCHERS & Co. | About 9th inst. |
| KOBE & MOJI | JAPAN | Brit. str. | — | C. P. Sedden | DAVID SASSOON & Co., LTD. | On 13th inst. |
| KOBE & YOKOHAMA | MIYASAKI MARU | Jap. str. | — | Soyeda | NIPPON YUSEN KAISHA | On 18th inst., at 11 A.M. |
| NAGASAKI, KOBE & YOKOHAMA | TANGO MARU | Jap. str. | — | Yoshikawa | NIPPON YUSEN KAISHA | On 6th inst., at 11 A.M. |
| CHINWANTAO | HOPSANG | Brit. str. | — | Robertson | JARDINE, MATHESON & Co., LD | On 12th inst., at 3 P.M. |
| SHANGHAI | HUICHOW | Brit. str. | 1 m. | G. Hooker | BUTTERFIELD & SWIRE | To-day, at 4 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | TOSA MARU | Jap. str. | — | T. Sato | NIPPON YUSEN KAISHA | To-day. |
| SHANGHAI | ANHUI | Brit. str. | 1 m. | J. B. Harris | BUTTERFIELD & SWIRE | On 11th inst., at 4 P.M. |
| SHANGHAI | KWONGSANG | Brit. str. | — | W. F. Bichard | JARDINE, MATHESON & Co., LD | On 12th inst., at Noon. |
| SHANGHAI, TSINGTAU, KOBE & YOKOHAMA | BUELOW | Ger. str. | — | C. Nahrath | MELCHERS & Co. | About 12th inst. |
| SHANGHAI & TSINGTAU | CHENAN | Brit. str. | 1 m. | L. Jones | BUTTERFIELD & SWIRE | On 13th inst., at M'night. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | BORNEO | Brit. str. | — | P. S. Ram, R.N.R | P. & O. S. N. Co. | About 14th inst. |
| SHANGHAI, KOBE & YOKOHAMA | PAUL LECAT | Fren. str. | — | Lancelin | MESSAGERIES MARITIMES | On 15th inst. |
| SHANGHAI, KOBE & MOJI | NAMSANG | Brit. str. | — | P. M. B. Lake | JARDINE, MATHESON & Co., LD | On 16th inst., at D'light. |
| SHANGHAI, KOBE & YOKOHAMA | JEANARA | Ger. str. | k. w. | ... | HAMBURG-AMERIKA LINIE | On 16th inst. |
| SHANGHAI, MOJI & KOBE | PENANG MARU | Jap. str. | — | Murazumi | NIPPON YUSEN KAISHA | On 19th inst. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | CEYLON | Swed. str. | — | ... | ARTHUR NILSSON & Co. | On 17th inst. |
| SHANGHAI | LUCHOW | Brit. str. | 1 m. | J. Meathral | BUTTERFIELD & SWIRE | On 18th inst. at 4 P.M. |
| SHANGHAI | HIMALAYA | Brit. str. | — | H. G. Evans, R.N.R. | P. & O. S. N. Co. | About 19th inst. |
| SHANGHAI & TSINGTAU | YINGCHOW | Brit. str. | 1 m. | ... | BUTTERFIELD & SWIRE | On 20th inst., at M'night. |
| SHANGHAI | KOERBER | Aus. str. | — | ... | SANDER, WEILER & Co. | On 2nd Jan., at 6 A.M. |
| SHANGHAI | TJIBODAS | Dut. str. | — | ... | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| FOOCHOW VIA SWATOW & AMOY | KAIJO MARU | Jap. str. | — | Y. Yamamoto | OSAKA SHOSEN KAISHA | On 17th inst., at Noon. |
| ANPING & TAKAO VIA SWATOW & AMOY | SOSHU MARU | Jap. str. | — | K. Tashira | OSAKA SHOSEN KAISHA | To-morrow, at 8 A.M. |
| TAMSUI VIA SWATOW & AMOY | DAIJIN MARU | Jap. str. | — | K. Murakami | OSAKA SHOSEN KAISHA | On 14th inst., at 10 A.M. |
| SWATOW, AMOY & FOOCHOW | HAICHING | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS LAPRAIK & Co. | To-day, at 11 A.M. |
| SWATOW | HAIMUN | Brit. str. | 2 h. | J. W. Evans | DOUGLAS LAPRAIK & Co. | To-morrow, at 11 A.M. |
| SWATOW, AMOY & FOOCHOW | HAIYANG | Brit. str. | 2 h. | A. E. Hodgins | DOUGLAS LAPRAIK & Co. | On 12th inst., at 11 A.M. |
| SWATOW, AMOY & FOOCHOW | HAITAN | Brit. str. | 2 h. | J. S. Roach | DOUGLAS LAPRAIK & Co. | On 16th inst., at 11 A.M. |
| MANILA, CEBU & ILOILO | TEAN | Brit. str. | 1 m. | Sidford | BUTTERFIELD & SWIRE | To-day, at 4 P.M. |
| MANILA | YUENSANG | Brit. str. | — | Jarrett | JARDINE, MATHESON & Co., LD. | On 13th inst., at 2 P.M. |
| MANILA, MANGARIN, CEBU & ILOILO | ZAFIRO | Am. str. | — | F. S. McMurray | SHEWAN, TOMES & Co. | On 12th inst., at 4 P.M. |
| MANILA, CEBU & ILOILO | CHINHUA | Brit. str. | 1 m. | Finlayson | BUTTERFIELD & SWIRE | On 16th inst., at 4 P.M. |
| MANILA | LOONGSANG | Brit. str. | — | W. G. G. Leask | JARDINE, MATHESON & Co., LD. | On 20th inst., at 2 P.M. |
| MANILA, MANGARIN, CEBU & ILOILO | RUBI | Am. str. | — | J. Miller | SHEWAN, TOMES & Co. | On 23rd inst., at 4 P.M. |
| BATAVIA, CHERIBON, SAMARANG, &c. | TJITAROEM | Dut. str. | — | ... | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| BOMBAY VIA SINGAPORE & COLOMBO | KAMAKURA MARU | Jap. str. | — | T. Hori | NIPPON YUSEN KAISHA | On 16th inst. |
| BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO | LUZON MARU | Jap. str. | — | K. Sukawa | OSAKA SHOSEN KAISHA | To-morrow, A.M. |
| SINGAPORE, PENANG, & CALCUTTA | TORILLA | Brit. str. | — | C. J. Swanson, R.N.R | DAVID SASSOON Co., LTD. | To-day, at 3 P.M. |
| SINGAPORE, PENANG, RANGOON & CALCUTTA | CEYLON MARU | Jap. str. | — | Noguchi | NIPPON YUSEN KAISHA | On 13th inst. |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | Brit. str. | — | E. J. Tadd | JARDINE, MATHESON & Co., LD | On 18th inst., at Noon. |
| SINGAPORE, PENANG & CALCUTTA | FOOKSANG | Brit. str. | — | T. A. Mitchell | JARDINE, MATHESON & Co., LD | On 23rd inst., at Noon. |
| HAIPHONG | SUNGKIANG | Brit. str. | 1 m. | H. Mathias | BUTTERFIELD & SWIRE | On 12th inst., at 10 A.M. |
| JESSELTON, KUDAT & SANDAKAN | BORNEO | Ger. str. | — | J. Koehler | MELCHERS & Co. | On 3rd Jan. |

# CANADIAN PACIFIC

## ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

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NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| To VANCOUVER | | | | | | | To L'POOL | |
|---|---|---|---|---|---|---|---|---|
| STEAMERS | Hongkong | S'hai Woosung | Nagasaki | Kobe | Yokohama | Vancouver | St. John N.B. | Liverpool |
| | Leave | Leave | Leave | Leave | Leave | Arrive | Leave | Arrive |
| EMPRESS OF JAPAN | Thurs. 18 Dec. | 21 Dec. | 23 Dec. | 25 Dec. | 27 Dec. | 3 Jan. | 14 Jan. | 21 Jan. |
| EMPRESS OF RUSSIA | Thurs. 1 Jan. | 4 Jan. | 5 Jan. | 7 Jan. | 9 Jan. | 18 Jan. | 24 Jan. | 31 Jan. |
| MONTEAGLE | Thurs. 15 Jan. | 18 Jan. | Moji 20 Jan. N'saki | 22 Jan. | 25 Jan. | 8 Feb. | 14 Feb. | 21 Feb. |
| EMPRESS OF INDIA | Thurs. 5 Feb. | 8 Feb. | 10 Feb. | 12 Feb. | 14 Feb. | 26 Feb. | 4 Mar. | 11 Mar. |
| EMPRESS OF ASIA | Thurs. 19 Feb. | 22 Feb. | 23 Feb. | 25 Feb. | 27 Feb. | 8 Mar. | 14 Mar. | 21 Mar. |

| FROM L'POOL | | FROM VANCOUVER | | | | | |
|---|---|---|---|---|---|---|---|
| Liverpool | St. John, N.B. | STEAMERS | Vancouver | Yokohama | Kobe | Nagasaki | S'hai Woosung | Hongkong |
| Leave | Arrive | | Leave | Arrive | Arrive | Arrive | Arrive | Arrive |
| 7 Nov. | 14 Nov. | EMPRESS OF JAPAN | 19 Nov. | 3 Dec. | 4 Dec. | 6 Dec. | 8 Dec. | 11 Dec. |
| 21 Nov. | 28 Nov. | EMPRESS OF RUSSIA | 4 Dec. | 15 Dec. | 16 Dec. | 18 Dec. | 20 Dec. | 23 Dec. |
| — | — | MONTEAGLE | 11 Dec. | 27 Dec. | 30 Dec. | Moji 1 Jan. N'saki | 4 Jan. | 7 Jan. |
| 6 Dec. | 13 Dec. | EMPRESS OF INDIA | 18 Dec. | 1 Jan. | 2 Jan. | 4 Jan. | 6 Jan. | 9 Jan. |
| | | EMPRESS OF ASIA | | | | | | |

PASSAGE RATES—HONGKONG TO LONDON.

| | | VIA ST. JOHN, N.B. | VIA NEW YORK. |
|---|---|---|---|
| EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE | Meals and Sleeping | £71.10 | £71.10 |
| | Car Berth across Canada £6 additional. | £65 — | £65 — |
| | | £43 — | £45 — |

Hour of Departure—All Steamers sail from Hongkong at NOON.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
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THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."
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Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and ~~VICTORIA, B.C.~~
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743] GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

## SHIPPING

ARRIVALS.

ANHUI, British str., 1,357, Harris, 8th December—Shanghai 4th December, General.—Butterfield & Swire.
AUSTRALIA, Russian str., 2,264, Feodoroff, 7th December—Shanghai 3rd December, Nil.—Bradley & Co.
CHUNSANG, British str., 1,418, G. J. Martock, 6th December—Soerabaya 24th December, Sugar.—Jardine, Matheson & Co.
GLENLOCHY, British str., 2,900, F. J. Stallard, 8th December—Shanghai 5th December, General.—Shewan, Tomes & Co.
KAON MARU, Japanese str., 2,145, C. Yukuda, 7th December—Mijke 1st December, Coal.—Mitsui Bussan Kaisha.
KOURSK, Russian str., 4,360, Padarka, 8th December—Odessa 2nd December, General.—Russian Volunteer Fleet.
KWONGSANG, British str., 1,428, W. F. Bichard, 8th December—Swatow 7th December, General.—Jardine, Matheson & Co.
LIZ, Japanese str., 4,075, K. Sugawa, 8th December—Kobe 4th December, General.—Order.
NINGPO, British str., 1,418, Pickard, 8th December—Hongay 6th December, Coal.—Butterfield & Swire.
SADO MARU, Japanese str., 6,227, K. Asakawa, 8th December—Seattle 4th November, General.—Nippon Yusen Kaisha.
SIBERIA, American str., 5,655, A. Zeeder, 8th December—San Francisco 12th November, Mails and General.—Pacific Mail S.S. Co.
ZAFIRO, American str., 1,408, F. S. MacMurray, 8th December—Manila 5th December, Hemp and General.—Shewan, Tomes & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
December 8th.

AUSTRALIA, French str., for Singapore.
BENCLEUCH, British str., for Nagasaki.
C. DIEDERICHSEN, Ger. str., for Hoihow.
ELSBETH, German str., for Hoihow.
ESANG, British str., for Shanghai.
HUICHOW, British str., for Canton.
KOURSK, Russian str., for Vladivostock.
SABINE RICKMERS, Dutch str., for Canton.

DEPARTURES.
December 8th.

ANHUI, British str., for Canton.
COLOMBO MARU, Jap. str., for Bombay.
KANCHOW, British str., for Canton.
KWANGTAH, Chinese str., for Canton.
PAOTING, British str., for Shanghai.

## VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Manila on the 6th December, at midnight, and may be expected here on the 9th December, at 8 a.m.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin (via Manila), for this port on the 1st December, and may be expected to arrive here on or about 13th December.

The N.Y.K. str. *Tango Maru* (Australian Line) left Sydney for this port via ports on the 26th November, and is expected here on the 15th December, a.m.

THE GERMAN MAIL.

The I.G.M. str. *Buelow*, carrying the German mails, with dates from Berlin of the 12th November, left Colombo on the 30th November, p.m., and may be expected here on or about the 11th December.

MERCHANT STEAMERS.

The I.G.M. str. *Yorck* left Shanghai on the 6th December, at 3 p.m., and may be expected here on or about the 9th December, at daylight.

The N.Y.K. str. *Miyasaki Maru* (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.

The Swedish East Asiatic Co.'s str. *Ceylon* left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The N.Y.K. str. *Penang Maru* (Bombay Line) left Bombay for this port via Singapore on the 30th November, and is expected here on the 18th December.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 1st December, and is expected here on the 20th December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 20th December.

The Danish str. *Tranquebar* left Port Said on the 5th December, and may be expected here on or about 31st December.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Namsang*, from Calcutta, is due in Hongkong 12th December.
*Yatshing*, from Calcutta, is due in Hongkong 15th December.

SHIRE LINE, LIMITED.

*Merionethshire*, from London, is due in Hongkong 20th December.
*Monadnock*, from Seattle, is due in Hongkong 11th December.
*Monmouthshire*, passed Canal, is due in Hongkong 27th December.
*Den of Glamis*, from Seattle, is due in Hongkong 28th December.
*Solveig*, from Seattle, is due in Hongkong 3rd January.

# INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL | |
|---|---|---|---|
| † SHANGHAI | "KWONGSANG" | Friday, | 12th Dec., Noon. |
| CHINWANTAO | "HOPSANG" | Friday, | 12th Dec., 3 P.M. |
| • MANILA | "YUENSANG" | Saturday, | 13th Dec., 2 P.M. |
| •SHANGHAI, KOBE and MOJI | "NAMSANG" | Tuesday, | 16th Dec., D'light. |
| •SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Thursday, | 18th Dec., Noon. |
| YOKOHAMA, KOBE & MOJI | "YATSHING" | Saturday, | 20th Dec., Noon. |
| • MANILA | "LOONGSANG" | Saturday, | 20th Dec., 2 P.M. |
| •SINGAPORE, PENANG & CALCUTTA | "FOOKSANG" | Tuesday, | 23rd Dec., Noon. |

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," "Loyat," "Yatshing" and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
• Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau&N'chwang.
Telephone No. 215, Sub. Exch. 4.
Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 9th December, 1913. GENERAL MANAGERS. [14

# BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. ..... will be despatched for YOKOHAMA, KOBE and MOJI at an early date, taking Cargo and Passengers at Current Rates.

For Feight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
Telephone No. 215. AGENTS
Hongkong, 15th October, 1913. [50

# THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

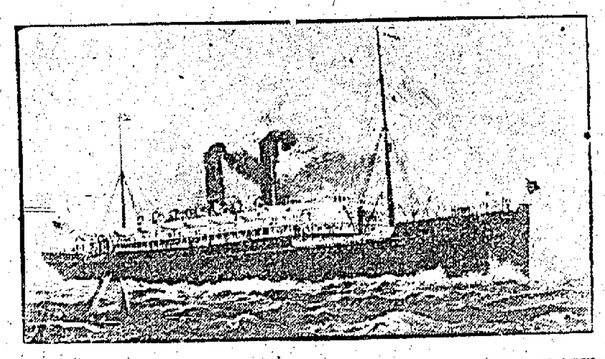
| FOR | STEAMERS | DATE OF DEPARTURE | |
|---|---|---|---|
| LONDON & ANTWERP | "DEN OF GLAMIS" | On | 28th Dec. |
| LONDON & ANTWERP | "MONMOUTHSHIRE" | On | 26th Jan |
| LONDON & ANTWERP | "DEN OF AIRLIE" | On | 23th Feb |

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

| | | | |
|---|---|---|---|
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "MERIONETHSHIRE" | On | 23rd Dec. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "GLENROY" | On | 13th Jan. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND | "CARDIGANSHIRE" | On | 5th Feb. |

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.
JARDINE, MATHESON & Co., LTD.,
Hongkong, 1st December, 1913. AGENTS. [499

# PACIFIC MAIL
## STEAMSHIP COMPANY.
### THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG Calling at SHANGHAI or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

### SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

| STEAMERS | Tons | | | Sailing | |
|---|---|---|---|---|---|
| KOREA | 18,000 | ... | ... | " | TUESDAY, 9th Dec., at 1 P.M. |
| SIBERIA | 18,000 | ... | ... | " | TUESDAY, 16th Dec., at 1 P.M. |
| CHINA | 10,200 | ... | ... | " | TUESDAY, 30th Dec., at Noon. |
| MANCHURIA | 27,000 | ... | ... | " | TUESDAY, 6th Jan., at 1 P.M. |
| NILE | 11,000 | ... | ... | " | SATURDAY, 10th Jan., at 9.45 A.M. |
| MONGOLIA | 27,000 | ... | ... | " | TUESDAY, 27th Jan., at 1 P.M. |
| PERSIA | 9,000 | ... | ... | " | SATURDAY, 7th Feb., at Noon |

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

### HONGKONG—MANILA SERVICE.

| FROM HONGKONG. Leave Hongkong. | | Arrive Manila. | FROM MANILA. Leave Manila. | | Due Hongkong. |
|---|---|---|---|---|---|
| 30th Dec. | CHINA | 1st Jan. | 20th Dec. | CHINA | 22nd Dec. |
| 10th Jan. | NILE | 12th Jan. | 26th Dec. | MANCHURIA | 28th Dec. |
| 7th Feb. | PERSIA | 9th Feb. | 31st Dec. | NILE | 2nd Jan. |
| | | | 27th Jan. | PERSIA | 29th Jan. |

FOR FREIGHT OR PASSAGE, APPLY TO—
R. C. MORTON, AGENT.
KING'S BUILDING (opposite Blake Pier), TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915. [32

# BRITISH INDIA S. N. CO., LTD.
## APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Sodden, will be despatched to KOBE and MOJI on 13th December.
S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 20th December.

### WESTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 9th December, at 3 P.M.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 14th December.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 5th December, 1913. AGENTS. [60

# SWEDISH EAST ASIATIC CO., LTD.
## GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | TONS | DATE OF SAILINGS. |
|---|---|---|---|
| SHANGHAI, YOKOHAMA, KOBE and MOJI | "CEYLON" | 9,000 | On 17th Dec. |
| COPENHAGEN, GOTHENBURG and BALTIC PORTS | "CEYLON" | 9,000 | About 15th Jan. |

TELEPHONE No. 171.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.
37]

# MESSAGERIES MARITIMES.
## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

OUTWARD

| FOR | | STEAMER | To Sail. |
|---|---|---|---|
| SHANGHAI, KOBE AND YOKOHAMA | | PAUL LECAT, Lancelin, CORDILLERE | On 15th December. |
| | | | On 29th December. |
| HOMEWARD | | | |
| MARSEILLES VIA PORTS | | AUSTRALIEN, Capt. Mouret, POLYNESIEN, Capt. Lassince | On 16th December. |
| | | | On 29th December. |

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
2] QUEEN'S BUILDING.

# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

| FROM HONGKONG: | | FROM COLOMBO |
|---|---|---|
| 23rd December, 1913. | "GUJERAT" | 12th January, 1914. |

# ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong "SALAMIS" Middle of February, 1914.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
38] MANAGING AGENTS.

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

| HONGKONG TO CANTON. | CANTON TO HONGKONG. |
|---|---|
| TUESDAY, 9TH DEC., 1913. | |
| 8 a.m. *FATSHAN.* | 8 a.m. *HONAM.* |
| 10 p.m. *HONAM.* | 5 p.m. *KINSHAN.* |
| WEDNESDAY, 10TH DEC., 1913. | |
| 8 a.m. *KINSHAN.* | 8 a.m. *FATSHAN.* |
| 10 p.m. *FATSHAN.* | 5 p.m. *HONAM.* |

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. *HEUNGSHAN.* | S.S. *SUI AN*, Tons 1,651.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.
SUNDAY, 14TH DECEMBER, 1913.

The Company's New Steamship
"TAISHAN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:
SALOON Single $3, Return $5. | 1ST CLASS Single $2, Return $3. | 2ND CLASS Single $1, Return $2.
Staterooms:—Saloon $1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. *HOI-SANG*, 45 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT Co. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51

# PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|---|---|---|---|---|
| ZAFIRO | 4000 | F. S. McMurray | Manila, Mangarin, Cebu and Iloilo | On 12 Dec., 4 P.M. |
| RUBI | 4000 | J. Miller | Manila, Mangarin, Cebu and Iloilo | On 23rd Dec., 4 P.M. |

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.
Electric Light, Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 8th December, 1913. PHILIPPINES S.S. Co. [10

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

## TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

## SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| Steamer | Captain | Leaving | |
|---|---|---|---|
| † "PANAMA MARU" | J. Kanao | WED'DAY, | 10th Dec., at 1 P.M. |
| ‡ "SEATTLE MARU" | T. Saito | THURSDAY, | 25th Dec., at 1 P.M. |
| † "MEXICO MARU" | N. Kobayashi | WED'DAY, | 7th Jan., at 1 P.M. |
| ‡ "CHICAGO MARU" | I. Goto | THURSDAY, | 22nd Jan., at 1 P.M. |
| † "CANADA MARU" | H. Yamamoto | | |
| ‡ "TACOMA MARU" | T. Hamada | | |

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

| Steamer | Captain | Leaving | |
|---|---|---|---|
| "LUZON MARU" | K. Sukawa | WEDNESDAY, | 10th Dec., A.M. |
| "SAIGON MARU" | T. Yamaguchi | FRIDAY, | 26th Dec., 4 P.M. |
| "INDO MARU" | K. Komiya | | |

## CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving | |
|---|---|---|---|
| KAIJO MARU" | Y. Yamamoto | WED'DAY, | 17th Dec., at Noon. |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving | |
|---|---|---|---|
| "DAIJIN MARU" | K. Murakami | SUNDAY, | 14th Dec., at 10 A.M. |
| "DAIGI MARU" | S. Tokushige | | |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving | |
|---|---|---|---|
| "SOSHU MARU" | K. Tashira | WED'DAY, | 10th Dec., at 8 A.M. |

FOR CANTON.

| Steamer | Captain | Leaving |
|---|---|---|
| "SOSHU MARU" | K. Tashira | |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER,
741] Second Floor No. 1 Queen's Building.

# NIPPON YUSEN KAISHA

## THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES |
|---|---|---|---|
| MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | KAGA MARU, Capt. Sekine, | 12,500 | WED'DAY, 17th Dec., at Daylight. |
| | ATSUTA MARU, Capt. J. Nagano, | 16,000 | WED'DAY, 31st Dec., at Daylight. |
| VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA | § SADO MARU, Capt. A. Sakawa, | 12,500 | TUESDAY, 16 Dec., at Noon. |
| | § YOKOHAMA MARU, Capt. Wada, | 12,500 | TUESDAY, 30th Dec., at Noon |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | KUMANO MARU, Capt. M. Winckler, | 9,300 | WED'DAY, 17th Dec., at Noon. |
| | TANGO MARU, Capt. Yoshikawa, | 13,500 | WED'DAY, 14th Jan., at Noon. |
| CALCUTTA VIA SINGAPORE PENANG & RANGOON | ‡ CEYLON MARU, Capt. Naguchi, | 12,000 | SATURDAY, 13th December. |
| BOMBAY VIA SINGAPORE, and COLOMBO | ‡ KAMAKURA MARU, Capt. Hori, | 12,500 | TUESDAY, 16th December. |
| KOBE and YOKOHAMA | MIYAZAKI MARU, Capt. Soyeda, | 16,000 | THURSDAY, 18th Dec., at 11 A.M. |
| SHANGHAI, MOJI and KOBE | PENANG MARU, Capt. Murazumi, | 12,000 | FRIDAY, 19th December. |
| NAGASAKI, KOBE & YOKOHAMA | TANGO MARU, Capt. Yoshikawa, | 13,500 | TUESDAY, 16th Dec., at 11 A.M. |
| SHANGHAI, KOBE and YOKOHAMA | ‡ TOSA MARU, Capt. T. Sato, | 12,000 | TUESDAY, 9th December. |

§ Fitted with New System of Wireless Telegraphy. Cargo only.

## PASSENGER SEASON—1914.

### FOR EUROPE.

| STEAMER. | Tons | Sails | Wednesday | |
|---|---|---|---|---|
| MIYASAKI MARU | 16,000 | " | " | 28th January. |
| KITANO " | 16,000 | " | " | 11th February. |
| IYO " | 12,500 | " | " | 25th February. |
| HIRANO " | 16,000 | " | " | 11th March. |
| KATORI " | 20,000 | " | " | 25th March. |
| KAMO " | 16,000 | " | " | 8th April. |
| KASHIMA " | 20,000 | " | " | 22nd April. |

### FOR AMERICA.

| STEAMER. | Tons | Sails | Tuesday | |
|---|---|---|---|---|
| SHIDZUOKA MARU | 12,500 | " | " | 27th January. |
| TAMBA " | 12,500 | " | " | 10th February. |
| AKI " | 12,500 | " | " | 24th February. |
| SADO " | 12,500 | " | " | 10th March. |
| YOKOHAMA " | 12,500 | " | " | 24th March. |
| AWA " | 12,500 | " | " | 7th April. |

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE NOS. 292 and 1241 11—12—13

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.
## HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer "ORIENTAL" leaves YOKOHAMA | Steamers to COLOMBO. | Leave SHANGHAI | Leave HONGKONG. | Connecting Steamers from COLOMBO to MARSEILLES and LONDON | Due at MARSEILLES | Due at PLYMOUTH (London 1 day later) |
|---|---|---|---|---|---|---|
| p.m. Thurs. | | 6 p.m. Tues. | Noon. Satur. | | Saturday | Friday |
| Jan. 8 | EGYPT | Jan. 13 | Jan. 17 | MOOLTAN | Feb. 14 | Feb. 20 |
| Jan. 22 | DEVANHA | Jan. 27 | Jan. 31 | MOREA | Feb. 28 | Mar. 6 |
| Feb. 5 | CHINA | Feb. 10 | Feb. 14 | MALOJA | Mar. 14 | Mar. 20 |
| Feb. 19 | ASSAYE | Feb. 24 | Feb. 28 | MARMORA | Mar. 28 | Apr. 3 |
| Mar. 5 | INDIA | Mar. 10 | Mar. 14 | MOLDAVIA | Apr. 11 | Apr. 17 |
| Mar. 19 | DEVANHA | Mar. 24 | Mar. 28 | MEDINA | Apr. 25 | May 1 |
| Apr. 2 | ARCADIA | Apr. 7 | Apr. 11 | MONGOLIA | May 9 | May 15 |
| Apr. 16 | DELTA | Apr. 21 | Apr. 25 | MALWA | May 23 | May 29 |
| Apr. 30 | ASSAYE | May 5 | May 9 | MOOLTAN | June 6 | June 12 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:
The Fares to London and Marseilles are as follows:—

| | | | LONDON | | |
|---|---|---|---|---|---|
| 1st Saloon | "A" | Accommodation | Single | £65. | Return £97. |
| | "B" | " | " | £59. | " £89. |
| 2nd Saloon | "A" | " | " | £44. | " £66. |
| | "B" | " | " | £40. | " £60. |
| | | | MARSEILLES | | |
| 1st Saloon | "A" | Accommodation | Single | £61. | Return £91. |
| | "B" | " | " | £55. | " £83. |
| 2nd Saloon | "A" | " | " | £42. | " £63. |
| | "B" | " | " | £38. | " £57 |

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

| STEAMERS. | Leave Y'HAMA | Leave SHANGHAI | Leave H'KONG | Leave S'PORE | Due at M'SEILLES | Due at LONDON |
|---|---|---|---|---|---|---|
| | about | about | about | about | about | about |
| BORNEO | Jan. 6 | Jan. 17 | Jan. 21 | Jan. 27 | Feb. 23 | Mar. 4 |
| NANKIN | Jan. 20 | Jan. 31 | Feb. 4 | Feb. 10 | Mar. 9 | Mar. 18 |
| NYANZA | Feb. 3 | Feb. 14 | Feb. 18 | Feb. 24 | Mar. 23 | Apr. 1 |
| NORE | Feb. 17 | Feb. 28 | Mar. 4 | Mar. 10 | Apr. 6 | Apr. 15 |
| NILE | Mar. 3 | Mar. 14 | Mar. 18 | Mar. 24 | Apr. 21 | Apr. 30 |
| MALTA | Mar. 17 | Mar. 28 | Apr. 1 | Apr. 7 | May 5 | May 14 |
| KHIVA | Mar. 31 | Apr. 11 | Apr. 15 | Apr. 21 | May 19 | May 28 |
| NUBIA | Apr. 14 | Apr. 25 | Apr. 29 | May 6 | June 3 | June 12 |
| NAMUR | Apr. 28 | May 9 | May 13 | May 20 | June 18 | June 27 |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £50 Single: £75 Return.
2nd Saloon £35 " £52 "
FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 "
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—
E. A. HEWETT,
58 SUPERINTENDENT

# PENINSULAR & ORIENTAL
## STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|---|---|---|
| LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES & PLYMOUTH | SUNDA ..... Capt. C. E. Irving, R.N.R. .. | 10 A.M. 10th Dec. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE AND YOKOHAMA ..... | BORNEO ..... Capt. P. S. Ram, R.N.R ..... | About 14th Dec. | Freight and Passage. |
| SHANGHAI ..... ..... ..... | HIMALAYA ..... Capt. H. G. Evans, R.N.R. .. | About 19th Dec. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL ..... ..... ..... | *DELTA*..... Capt. W. R. Le Mare, R.N.R. | Noon, 20th Dec | *See Special Advertisement.* |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th December, 1913 [1

# CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| SHANGHAI... ... ... ... ... | "HUICHOW" ..... | On 9th Dec., 4 P.M. |
| MANILA, CEBU and ILOILO..... ..... | "TEAN" ..... | On 9th Dec., 4 P.M. |
| SHANGHAI..... | "ANHUI" ..... | On 11th Dec., 4 P.M. |
| HAIPHONG ..... ... ... ... ... | "SUNGKIANG" ..... | On 12th Dec., 10 A.M. |
| SHANGHAI & TSINGTAU ..... | "CHENAN" ..... | On 13th Dec., M'night. |
| MANILA, CEBU and ILOILO..... .. | "CHINHUA" ..... | On 16th Dec., 4 P.M. |
| SHANGHAI..... ..... | "LUCHOW" ..... | On 18th Dec., 4 P.M. |
| SHANGHAI & TSINGTAU ..... | "YINGCHOW"... ..... | On 20th Dec., M'night. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

*N.B.*—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 9th December, 1913. TELEPHONE 36. AGENTS. [7

# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|---|---|---|
| "HAICHING" ... | Capt. W. C. Passmore ... | TUESDAY, 9th Dec., at 11 A.M. |
| "HAIYANG" ... | Capt. A. E. Hodgins ... | FRIDAY, 12th Dec., at 11 A.M. |
| "HAITAN" ... ... | Capt. J. S. Roach ... ... | TUESDAY, 16th Dec., at 11 A.M. |

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... ... Capt. J. W. Evans ... WEDNESDAY, 10th Dec., at 11 A.M. / SUNDAY, 14th Dec., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th December, 1913. [6

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|---|---|---|
| ST. ALBANS ... ... ... ... ... | 13th Dec. | On 11th Dec., 10 A.M. |
| EASTERN ... ... ... ... ... | 3rd Jan. | On 2nd Jan., 10 A.M. |
| ALDENHAM ... ... ... ... ... | 24th Jan. | |
| EMPIRE ... ... ... ... ... | | On 13th Feb., 10 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

47

# HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

| | |
|---|---|
| S.S. JEANARA ... ... | 16th Dec. |
| S.S. SILESIA ... ... | 20th Dec. |
| S.S. PREUSSEN ... ... | 30th Dec. |
| S.S. C. J. D. AHLERS ... | 9th Jan. |
| S.S. BELGRAVIA ... | 13th Jan. |
| S.S. SPEZIA ... ... ... | 23th Jan. |
| S.S. SCANDIA ... ... | 9th Feb. |
| S.S. HOERDE ... ... | 24th Feb. |
| S.S. BAYERN ... ... | 2nd Mar. |

For Further Particulars, apply to—

### HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BRASILIA ... ... 17th Dec
FOR HAVRE, EMDEN, BREMEN & HAMBURG:
S.S. ISTRIA ... ... 20th Dec.
FOR HAVRE, BREMEN & HAMBURG:
S.S. ALTMARK ... ... 26th Dec.
FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. FUERST BUELOW 29th Dec.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. C. FERD. LAEISZ 2nd Jan.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOLDENFELS ... 11th Jan.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th December, 1913. [9

# TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

| Steamer | Displacement Tons and Speed | Leave Hongkong. |
|---|---|---|
| CHIYO MARU | 22,000—21 knots... | MON., 22nd Dec. |
| * NIPPON MARU ... ... ... | 11,000—18 knots, ... ... | WED'DAY, 14th Jan. |
| TENYO MARU | 22,000—21 knots... | SATUR., 17th Jan. |
| * HONGKONG MARU ... | 11,000—18 knots. ... ... | TUESDAY, 10th Feb. |
| SHINYO MARU | 22,000—21 knots... | |

* via MANILA. Omitting Shanghai.
All Steamers will be despatched at NOON.

| | | | |
|---|---|---|---|
| FIRST CLASS TO LONDON | £71.10.... | RETURN (6 MONTHS) | £120. |
| FIRST CLASS TO NEW YORK | £60. ... | " " | £96.10. |
| " " " SAN FRANCISCO | £45. ... | " " | £68. |

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

| Steamer | Displacement Tons and Speed | Leave Hongkong |
|---|---|---|
| ANYO MARU ... ... ... | ...18,500—15 knots ... | ...WEDNESDAY, 10th Dec., Noon. |

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [237

SAN FRANCISCO SCENIC ROUTE

## SAN FRANCISCO
## SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
MAIL SHIP SERVICE.

| | Tonnage | Speed |
|---|---|---|
| S.S. TENYO MARU ... ... | 22,000 ... ... | 21 knots. |
| S.S. CHIYO MARU ... ... | 22,000 ... ... | 21 " |
| S.S. SHINYO MARU ... ... | 22,000 ... ... | 21 " |
| S.S. NIPPON MARU ... | 11,000 ... ... | 18 " |
| S.S. HONGKONG MARU... | 11,000 ... ... | 18 " |

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

## WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,240 tons, will leave as above on 15th Dec., at 4 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st December.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover. Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.
S.S. "KOERBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "CHINA," 11,800 tons, will leave as above about 1st January.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Hongkong, 2nd December, 1913. Princes' Building. [52

# NORDDEUTSCHER LLOYD. BREMEN.
## IMPERIAL GERMAN MAIL LINES.

| FOR, | STEAMERS | TONS | TO SAIL. |
|---|---|---|---|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ... | "YORCK" Capt. F. LOESER, | 17,000 | Wed'day, 10th Dec., at 10 A.M. |
| SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ... ... ... | "BUELOW," Capt. C. NAHRATH, | 16,900 | About Friday, 12th Dec. |
| MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... | "COBLENZ." Capt. L. KLUGHIST, | 6,750 | Saturday, 27th Dec., at 9 A.M. |
| KOBE... ... ... ... ... ... ... | "COBLENZ" Capt. L. KLUGHIST | 6,750 | About Tuesday, 9th Dec. |
| JESSELTON, KUDAT and SANDAKAN ... ... | "BORNEO" Capt. J. KOEHLER, | 5,000 | Saturday, 3rd Jan. |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 9th December 1913 [4

## PASSENGER SEASON 1914.

# NORDDEUTSCHER LLOYD. BREMEN.
TO EUROPE BY THE
## MAGNIFICENT FAST LINERS.

| STEAMSHIP | DISPLACEMENT. | |
|---|---|---|
| *"PRINZ LUDWIG" Capt. F. VON BINZER. | 18,300 TONS | ON FEBRUARY 3RD. |
| "GOEBEN" Capt. A. AHLBORN. | 17,300 " | ON FEBRUARY 18TH. |
| *"DERFFLINGER" Capt. F. PROESCH. | 17,250 " | ON MARCH 3RD. |
| "KLEIST" Capt. L. MAASS. | 17,000 " | ON MARCH 18TH. |
| *"PRINZEITEL FRIEDRICH" Capt. C. MUNDT. | 17,000 " | ON MARCH 31ST. |
| "YORK" Capt. F. LOESER. | 17,000 " | ON APRIL 15TH. |
| *"PRINZESS ALICE" Capt. J. BORTEFELDT. | 20,300 " | ON APRIL 28TH. |

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)
EARLY BOOKING RECOMMENDED.
For Further Particulars, please apply to

MELCHERS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913. [1160

## PASSENGERS.

ARRIVED.

Per *Anhui*, from Shanghai, Mrs. Walker and children and Mr. J. Wott.

Per *Zafiro*, from Manila, Messrs. Harne, Leon, Jas. R. Driggs and S. Clark.

Per *Sado Maru*, for Hongkong, from Seattle, etc., Capt. and Mrs. R. O. F. Mann, Mr. and Mrs. C. E. Simpson and 2 children, Mrs. M. MacLachlan, Mr. G. Anderson, Mr. H. J. Kenny, Mr. P. W. Reid, Dr. H. Yuen, Mr. V. Jacoblef, Mr. and Mrs. A. F. Dennhordt, Mr. A. B. Bradbury and Mr. P. H. Maynard.

Per *Siberia*, for Hongkong, from San Francisco, etc., Dr. B. Alfano, Mr. H. H. Beismer, Mr. G. E. Carpenter, Miss Margaret Crabtree, Mrs. Mary F. Dee, Mr. and Mrs. H. J. Gedge, Dr. Bernard Herstein, Mr. J. H. Jenkins, Mr. M. Jones, Mr. J. Landolt, Mr. W. P. Mobley, Miss G. Daniels, Miss J. Bicknell, Mr. G. G. Utley, Mr. and Mrs. G. A. Reid, Dr. and Mrs. F. L. Atkinson, Mr. and Mrs. J. Krauskopf, Miss S. Krauskopf, Mrs. J. E. Kemp, Mr. and Mrs. Wm. McDonald, Mr. and Mrs. H. A. Scott and servant, Mr. J. W. Platner, Mr. C. E. Meyers, Mr. D. Murphy, Mrs. M. B. Paul, Rev. and Mrs. S. C. Peoples, Dr. Mary H. Robinson, Mr. and Mrs. Wm. J. Shedwick, Miss E. Shedwick, Mr. J. R. Sindlinger, Mrs. D. Smith, Mr. and Mrs. A. Strausz, Jr., and infant, Mr. A. M. Wiley, Mr. A. H. Williams, Miss Harriet E. Worthington, Miss Helen Eames, Mr. A. G. Eames, Mr. and Mrs. G. Roy Clark, Mr. and Mrs. C. J. True, Miss G. Latz, Capt. G. Beardsley, Mr. R. L. Grant, Mr. H. Readwan, Mr. W. Wilmer, Mr. M. R. Judah, Mrs. R. Graham, Mr. and Mrs. B. C. Monville.

EXPECTED.

Per *Miyazaki Maru*, from London November 8th.—Miss A. M. M. Corbett, Lieut. W. Rawlinson, Mr. and Mrs. MacKenzie, Miss MacKenzie, Miss H. T. MacKenzie, Mrs. J. J. Thompson, Miss C. M. Thompson, Master F. M. Thompson, Mrs. Chapple and 2 children, Dr. and Mrs. N. Davis, Master H. Davis, Bishop and Mrs. Banister, Miss Banister, Mr. W. T. Puddepha, Mr. R. C. Turner, Mr. Banister, Mr. H. Morgan, Mr. and Mrs. W. Tohl, Master W. Tohl, Miss H. Tohl, Mrs. A. Mackay, Mr. A. Edwards, Mrs. Stevenson, Master Stevenson, Mrs. J. D. Edwards, Mr. S. H. Spaulding, Mr. and Mrs. A. Michael.

## SHIPPING REPORT.

The British str. *Anhui* reports: Light northerly wind, clear and fine weather with smooth sea.

ON SALE
AT THE
"HONGKONG DAILY PRESS" OFFICE.

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ... ... ... ... $1.

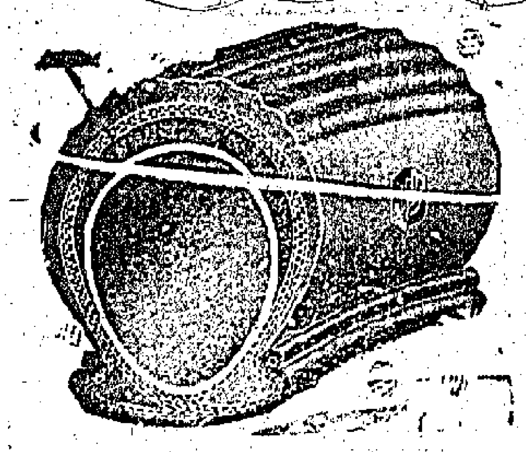
Hongkong, 6th October, 1913.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,00 i.h.p., Comdr. A. Cochrane, Amoy.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Prichard, Yangtsze.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. H. Darwall, Hankow
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr. Hugh P. E. T. Williams, Shanghai.
Cherub, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, en route to Hongkong.
Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtsze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Hongkong.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H Jerram, C.B.,) 27,000 i.h.p., Capt. E. B. Kiddle, Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt.-Comdr. Alan Dixon, Canton.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Capt. F. A. Powlett, Hongkong.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns. Lieut.-Comdr. E. J. G. Mackinson, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River
Rosario, depot ship for Submarines, 980 tons 1,400 i.h.p., Commander N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 2,400 h.p., Lieut.-Comdr. I. A. S. H. Hutton West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Maurice B. Leslie, Yangtsze.
Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns. Commodore R. Anstruther, C.M.G., Hongkong.
Triumph, battleship, 11,985 tons. 12,500 i.h.p., Captain Philip Streatfield, M.V.O., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford Chungkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr H. R. N. Cottrell-Dormer, Hongkong.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Hongkong.
Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lt.-Comdr. Boddam Whetham, Hongkong.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Hongkong.
Whiting, torpedo boat destroyer 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. F. Borrett, Yangtsze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. M. B. R. Blackwood, Yangtsze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtsze.
Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L Cochrane, Shanghai.

# PETER UNION



## RICKSHAW TYRES

ARE THE BEST!

AGENT:

**HUGO C. A. FROMM.**

Hongkong, 8th December, 1913. [44-35

## FAFNIR WORKS

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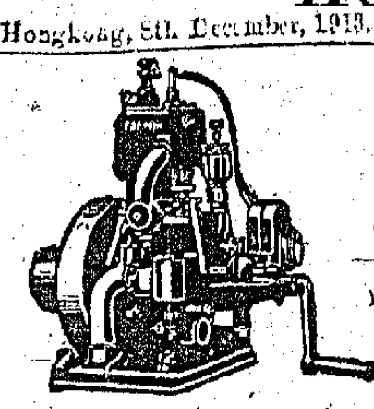
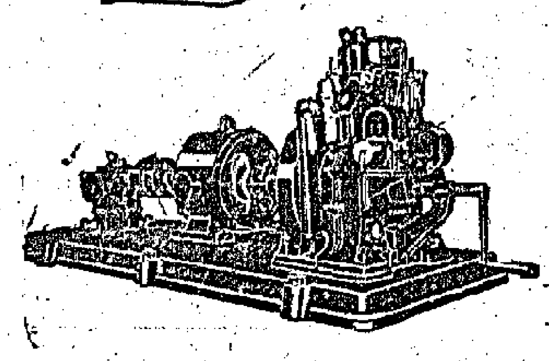




**CRUDE OIL MOTORS**

of really reliable Type.

**MARINE MOTORS.**

**RICKSHAW AND**

**BICYCLE SPOKES.**

Represented by—

**HUGO C. A. FROMM,**

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR

Hongkong, 8th December, 1913. [44-47


## COMMERCIAL.

CLOSING QUOTATIONS.

December 8th.

ON LONDON:—
- Telegraphic Transfer ... 1/11½
- Bank Bills, on demand ... 1/11 9/16
- Bank Bills, at 30 days' sight ... 1/11⅝
- Bank Bills, at 4 months' sight ... 1/11¾
- Credits, at 4 months' sight ... 2/- 1/16
- Documentary Bills 4 months' sight 2/- 3/16

ON PARIS:—
- Bank Bills, on demand ... 248½
- Credits, at 4 months' sight ... 253½

ON GERMANY:—
- On demand ... 201½

ON NEW YORK:—
- Bank Bills, on demand ... 47⅞
- Credits, at 60 days' sight ... 48⅜

ON BOMBAY:—
- Telegraphic Transfer ... 146½
- Bank, on demand ... 146½

ON CALCUTTA:—
- Telegraphic Transfer ... 146½
- Bank, on demand ... 146½

ON SHANGHAI:—
- Bank, at sight ... 73⅜
- Private, 30 days' sight ... 74¼

ON YOKOHAMA:—On demand ... 95½

ON MANILA:—On demand—Pesos—96½

ON SINGAPORE:—On demand ... 83½

ON BATAVIA:—On demand ... 118⅜

ON HAIPHONG:—On demand ... 1 % pm.

ON SAIGON:—On demand ... ¾ "

ON BANGKOK:—On demand ... 78½

SOVEREIGNS, Bank's Buying Rate ... $10.15

GOLD LEAF, 100 fine, per tael ... $53.30

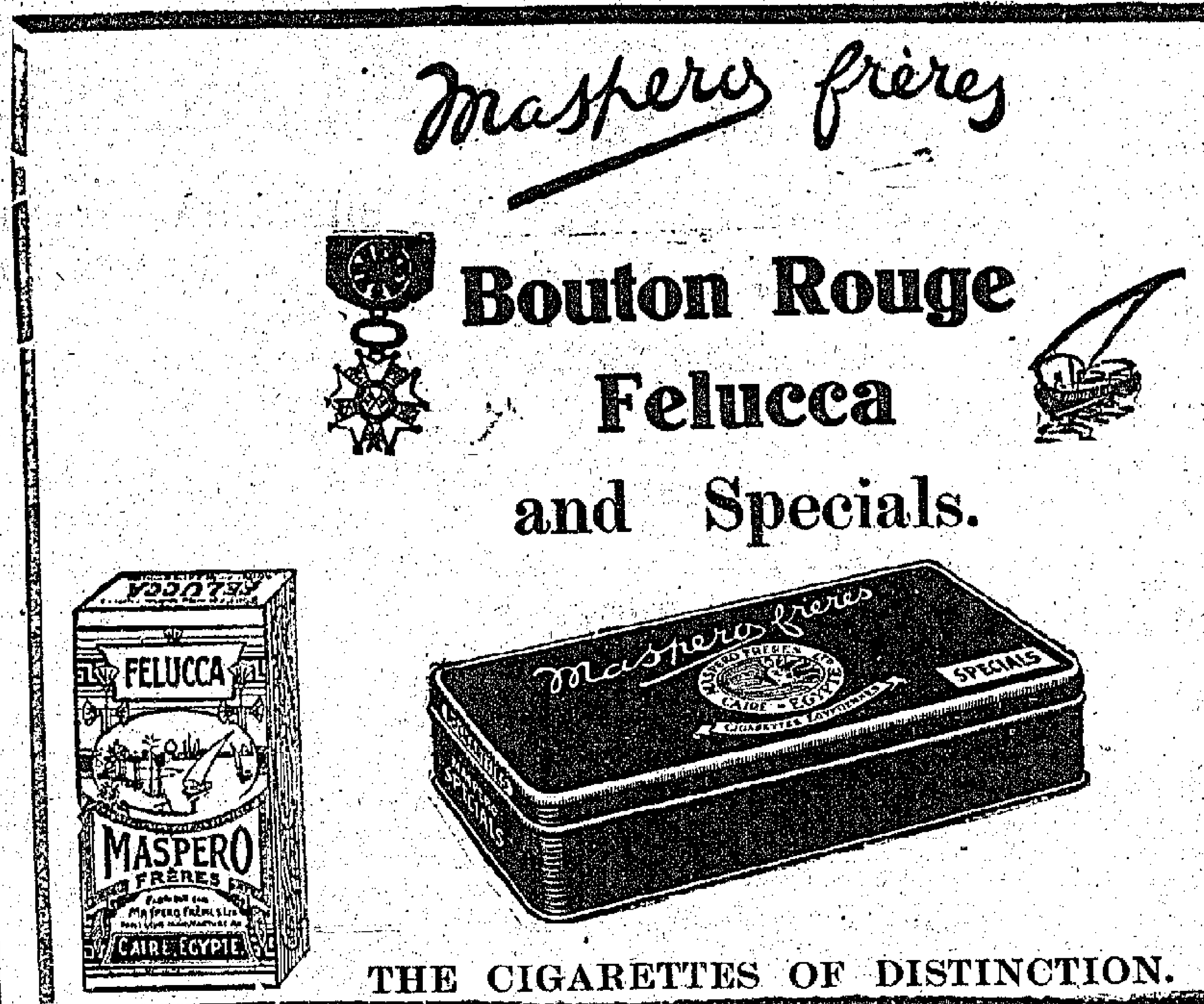
BAR SILVER, per oz. ... 2/7⅛?

SUBSIDIARY COINS.

| | | per cent. | |
|---|---|---|---|
| Chinese | 20 cents pieces | $9.10 | discount. |
| Chinese | 10 " | $9.35 | " |
| Hongkong | 20 " | $6.50 | " |
| Hongkong | 10 " | $8.90 | " |

MAILS VIA SIBERIA.

| London Date | Due Shanghai |
|---|---|
| November 21st. | December 6th. |
| November 22nd. | December 8th. |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# NATURA MILK

LION BRAND

## BEST STERILIZED MILK

ON THE MARKET.

$9 PER CASE OF 48 TINS AT 1 LB.

**HUGO C. A. FROMM,**

TEL. 960. 20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 8th December, 1913. [44-45


## POST OFFICE NOTICE.

The *Yorck*, with the MAIL FROM LONDON (via Siberia) of Wednesday, the 19th, and Friday, the 21st ult., is due to arrive here to-day.

The *Bulow*, with the GERMAN MAIL, left Singapore on Saturday, the 6th inst., at 8 p.m., and may be expected to arrive here on Thursday, the 11th inst., at night.

| FOR | PER | DATE |
|---|---|---|
| Japan via Nagasaki and Vladivostock | *Koursk* | Tuesday, 9th, 8.00 A.M. |
| Hoihow | *Elsbeth* | Tuesday, 9th, 8.00 A.M. |
| Haiphong, Pakhoi and Saigon | *Carl Diederichsen* | Tuesday, 9th, 8.00 A.M. |
| Swatow, Amoy and Foochow | *Haiching* | Tuesday, 9th, 10.00 A.M. |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA) | *Korea* | Tuesday, 9th, Printed Matter, and Samples ... 10.00 A.M.; Registration ... 10.15 A.M.; (Registration with late fee of 10 cents up to 11.00 A.M.); Registration Kowloon B.O. at ... 9.30 A.M.; Letters ... NOON |
| *Straits and *India via Calcutta | *Torilla* | Tuesday, 9th, 2.00 P.M. |
| Philippine Islands | *Tean* | Tuesday, 9th, 3.00 P.M. |
| Shanghai and North China | *Kanchow* | Tuesday, 9th, 3.00 P.M. |
| Shanghai and North China | *Huichow* | Tuesday, 9th, 3.00 P.M. |
| Japan via Moji | *Tamon Maru No. 12* | Tuesday, 9th, 4.00 P.M. |
| Swatow, Amoy & Formosa via Anping & Takao | *Soshu Maru* | Tuesday, 9th, 5.00 P.M. |
| Straits, Ceylon and India via Bombay | *Luzon Maru* | Tuesday, 9th, 5.00 P.M. |
| Japan via Kobe | *Coblenz* | Tuesday, 9th, 5.00 P.M. |
| Swatow | *Sexta* | Wednesday, 10th, 8.30 A.M. |
| Straits and Ceylon | *Sunda* | Wednesday, 10th, 9.00 A.M. |
| STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES | *Yorck* | Wednesday, 10th, Printed Matter and Samples ... 8.30 A.M.; Registration ... 8.30 A.M.; Registration, Kowloon B.O. ... 8.00 A.M.; Letters ... 9.00 A.M. |
| Swatow | *Haimun* | Wednesday, 10th, 10.00 A.M. |
| Shanghai, North China, *Japan via *Nagasaki, *Victoria, B.C., and *Tacoma | *Panama Maru* | Wednesday, 10th, 11.00 A.M. |
| Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands | *St. Albans* | Thursday, 11th, 9.00 A.M. |
| Japan via Tokuyama and Moji, *Honolulu, *Hilo, *Manzanillo, *Salina Cruz, *Arica, *Iquique, *Valparaiso and *Coronel | *Anyo Maru* | Thursday, 11th, 11.00 A.M. |
| Hoihow, Haiphong, Pakhoi and Saigon | *Hongkong* | Thursday, 11th, 11.00 A.M. |
| Shanghai and North China | *Anhui* | Thursday, 11th, 3.00 P.M. |
| SHANGHAI, NORTH CHINA, AND JAPAN via NAGASAKI (EUROPE via SIBERIA) | *Bülow* | Friday, 12th, 9.00 A.M. |
| Haiphong, Pakhoi and Saigon | *Sungkiang* | Friday, 12th, 9.00 A.M. |
| Haiphong, Pakhoi and Saigon | *Chunsang* | Friday, 12th, 9.00 A.M. |
| Saigon | *Mausang* | Friday, 12th, 9.00 A.M. |
| Swatow Amoy and Foochow | *Haiyang* | Friday, 12th, 10.00 A.M. |
| *Shanghai and *North China | *Kwongsang* | Friday, 12th, 11.00 A.M. |
| *Chingwantao | *Hopsang* | Friday, 12th, 2.00 P.M. |
| Philippine Islands | *Zafiro* | Friday, 12th, 3.00 P.M. |
| Philippine Islands | *Yuensang* | Saturday, 13th, 1.00 P.M. |
| Shanghai, North China and Tsingtau (EUROPE via SIBERIA) | *Chenan* | Saturday, 13th, 5.00 P.M. |
| Swatow | *Haimun* | Sunday, 14th, 9.00 A.M. |
| *Shanghai, *North China and *Japan via Kobe | *Namsang* | Monday, 15th, 5.00 P.M. |
| Shanghai, North China, Japan via *Moji, *Victoria, B.C., and *Seattle | *Sado Maru* | Tuesday, 16th, 10.00 A.M. |
| Swatow, Amoy and Foochow | *Haitan* | Tuesday, 16th, 10.00 A.M. |
| SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) | *Australien* | Tuesday, 16th. Printed Matter and Samples ... 10.00 A.M.; Registration ... 10.15 A.M.; Registration with late fee of 10 cents up to 11.00 A.M.; Registration Kowloon B.O. ... 9.30 A.M.; Letters 11.00 A.M. |
| Philippine Islands | *Chinhua* | Tuesday, 16th, 3.00 P.M. |
| Straits and Ceylon | *Kaya Maru* | Tuesday, 16th, 5.00 P.M. |
| Japan via Nagasaki | *Tango Maru* | Wednesday, 17th, 10.00 A.M. |
| Philippine Is., Australia, Tasmania and New Zealand via Thursday Island | *Kumano Maru* | Wednesday, 17th, 11.00 A.M. |
| Straits and India via Calcutta | *Laisang* | Thursday, 18th, 10.00 A.M. |
| SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA) | *Empress of Japan* | Thursday, 18th, Registration ... 10.00 A.M.; Registration Kowloon B.O. ... 9.00 A.M.; Letters ... 10.30 A.M. |
| Shanghai and North China | *Luchow* | Thursday, 18th, 3.00 P.M. |
| Japan via Yokohama | *Yatshing* | Saturday, 20th, [illegible] A.M. |
| Philippine Islands | *Loongsang* | Saturday, 20th, 1.00 P.M. |
| Shanghai, North China and Tsingtau (EUROPE via SIBERIA) | *Yingchow* | Saturday, 20th, 5.00 P.M. |

## SHARE LIST.—QUOTATIONS.

HONGKONG, 6TH DECEMBER, 1913.

| STOCKS. | NO. OF SHARES. | VALUE | PAID UP. | CLOSING QUOTATIONS CASH. | RETURN ON BASIS OF LAST DIV'D. |
|---|---|---|---|---|---|
| BANKS.— | | | | | |
| Hongkong & S'hai. Bank Corporation | 120,000 | $125 | all | $790 / L'don £79 10/- | 5½ p.c. |
| China Borneo Company, Limited | 60,000 | $12 | all | $9¼, buyers | 8½ p.c. |
| China Light and Power Company, Ld. | 50,000 / 50,000 | $5 / $1 | all / all | $4¼, sellers | |
| China Provident, Loan & Mortgage Co., Ld | 200,000 | $10 | all | $8¾ | 7½ p.c. |
| COTTON MILLS.— | | | | | |
| Ewo Cotton Spin'g. & Weaving Co., Ld. | 20,000 | Tls. 50 | all | Tls. 145, buyers | |
| Hongkong Cotton Spinning Co., Ld. | 125,000 | $10 | all | $9, sellers | |
| Dairy Farm Company, Limited | 40,000 | $7½ | all | $27, buyers | 5 p.c. |
| DOCKS AND WHARVES.— | | | | | |
| H'kong. & Kowloon Wharf & G. Co., Ld. | 60,000 | $50 | all | $91, sellers | 5 p.c. |
| H'kong. and Whampoa Dock Co., Ld. | 50,000 | $50 | all | $75, sales | 3 p.c. |
| New Amoy Dock Co., Limited | 10,000 | $6½ | all | $8½ | 7½ p.c. |
| S'hai. Dock and Engineering Co., Ld. | 55,700 | Tls. 100 | all | Tls. 54 | |
| S'hai. and Hongkew Wharf Co., Ld. | 36,000 | Tls. 100 | all | Tls. 110 | |
| Green Island Cement Co., Limited | 400,000 | $10 | all | $5¼ | |
| Hongkong Electric Co., Limited | 60,000 | $10 | all | $45½, buyers | 4 p.c. |
| Hongkong Hotel Company, Limited | 12,000 / 8,000 | $50 | all / $25 | $125, sellers / $86, buyers | 5 p.c. |
| Manila Metropole Hotel, Limited | 15,000 | Ps. 10 | all | P6½, sellers | |
| Hongkong Ice Company, Limited | 5,000 | $25 | all | $185, sales | 5½ p.c. |
| Hongkong Rope Manufacturing Co., Ld. | 60,000 | $10 | all | $22½ | 9½ p.c. |
| H'kong. & South China Steam Fishers. Co., Ld. | 15,000 | $10 | all | $2 | |
| Hongkong Steel Foundry Co., Ld. | 15,000 | $10 | all | $10 | |
| Hongkong Tramway Co., Ld. | 325,000 | 5/- | all | 8/6, sellers | |
| INSURANCES.— | | | | | |
| Canton Insurance Office Co., Limited | 10,000 | $250 | $50 | $320, buyers | 6 p.c. |
| China Fire Insurance Co., Limited | 20,000 | $100 | $20 | $162, sellers | 6¾ p.c. |
| Hongkong Fire Insurance Co., Ld. | 8,000 | $250 | $50 | $380 | 7½ p.c. |
| North China Insurance Co., Limited | 10,000 | £15 | £5 | Tls. 133½ | |
| Union Insurance Society, Limited | 12,400 | $250 | $100 | $810 | 6¼ p.c. |
| Yangtsze Insurance Association, Ld | 12,000 | $100 | $60 | $192½, @ Ex 73 | |
| LANDS AND BUILDINGS.— | | | | | |
| H'kong. Land Invest. Agency Co., Ld | 50,000 | $100 | all | $114, buyers | 6¼ p.c. |
| Hongkong Land Reclamation Co., Ld. | 25,000 | $100 | $75 | $200 | |
| Humphreys' Estate and Finance Co., Ld | 150,000 | $10 | all | $9½ | 5½ p.c. |
| Kowloon Land and Building Co., Ld. | 6,000 | $50 | $30 | $45 | 7 p.c. |
| Shanghai Land Investment Co., Ld. | 78,000 | Tls 50 | all | Tls. 94 | |
| West Point Building Co., Limited | 12,500 | $50 | all | $69, sellers | 5¾ p.c. |
| Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat | 25,000 | Gds. 10 | all | Tls. 28½, buyers | |
| MINING.— | | | | | |
| Chinese Engineering and M. Co., Ld. | 1,000,000 | £1 | all | 33/9 | |
| Heawood Tin and Rubber Estate, Ld. | 822,000 | 2/- | all | 2/6 | |
| Raub Australian Gold Mining Co., Ld | 200,000 | £1 | all | $3¼ | |
| Tronoh Mines, Limited | 160,000 | £1 | all | 43/- | |
| Peak Tramways Co., Limited | 25,000 / 50,000 | $10 / $10 | all / $1 | $10¼ / $0.92½ | 7¾ p.c. |
| Philippine Co., Limited | 75,000 | $10 | all | $5 | |
| Pulpes et Papeteries du Tonkin Societe des | 13,200 | $50 | all | $20, sellers | |
| REFINERIES.— | | | | | |
| China Sugar Refining Co., Limited | 20,000 | $100 | all | $97, sellers | 3 p.c. |
| Luzon Sugar Refining Co., Limited | 7,000 | $100 | all | $33, sellers | |
| STEAMSHIP COMPANIES.— | | | | | |
| China and Manila Steamship Co., Ld. | 30,000 | $25 | all | $9, buyers | |
| Douglas Steamship Co., Limited. | 20,000 | $50 | all | $30, sellers | 5 p.c. |
| H'kong., Canton & Macao S.B. Co., Ld. | 80,000 | $15 | all | $28¾, buyers | 7½ p.c. |
| Indo-China Steam Navigation Co. Ld | 60,000 pref. / 60,000 def. | £5 | all | $81, sel. / L'don £3 7s. 6d. | |
| Shell Transport & Trading Co., Ld | 2,500,000 | £1 | all | 103/- | 6 p.c. |
| Star Ferry Company, Limited | 40,000 | $10 | all | $45, buyers | 3¾ p.c. |
| South China Morning Post, Limited | 6,000 | $25 | all | $27, sellers | |
| Steam Laundry Company, Limited. | 20,000 | $5 | all | $4½, buyers | |
| STORES AND DISPENSARIES.— | | | | | |
| Powell, Wm., Limited | 15,000 | $7 | all | $9½, sellers | 4 p.c. |
| Watson & Co., A. S., Limited | [illegible] | $10 | all | $8, sales | |
| Union Waterboat Co., Limited | 50,000 | $10 | all | $17½ | 5½ p.c. |

Para Rubber in London ... 3/1½ per lb.

| Loans. | Amount. | Value. | Interest. | Quotation. |
|---|---|---|---|---|
| Chinese Imperial 1886 | Tls. 767,200. | Tls. 250 | 7% p. annum | Par. |

VERNON & SMYTH, *Share Brokers.*

## TO-MORROW

11 a.m.—Auction of H.M.S. "Handy" and H.M.S. "Janus" on Board, by Messrs. Hughes & Hough.

9.15 P.M.—Kinetophone at the Theatre Royal.

## FORTHCOMING EVENTS.

Tuesday, 6th Jan.:—
Noon—Geo. Fenwick & Co., Ltd., General Meeting.


## FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

Apply—

MANAGER,
Hongkong Daily Press Office.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MEMBERS.

PRICE - - - - - - - $5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.



## $250
# XMAS COMPETITION

NESTLE & ANGLO-SWISS CONDENSED MILK Co. are offering a PRIZE of the VALUE of $250, for the Best Advertisement of their famous Products,

**MILK, CREAM AND CHOCOLATES.**

Details are too long to insert here, but on every Thursday an inset will be included with this Paper, giving full particulars.

Full instructions may also be obtained from any of the following Firms:—

| | |
|---|---|
| HONGKONG DAILY PRESS. | CHINA MAIL. |
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KRUSE & CO.

The Competition closes 20th December, 1913.

**YOU CAN WIN THIS PRIZE!**

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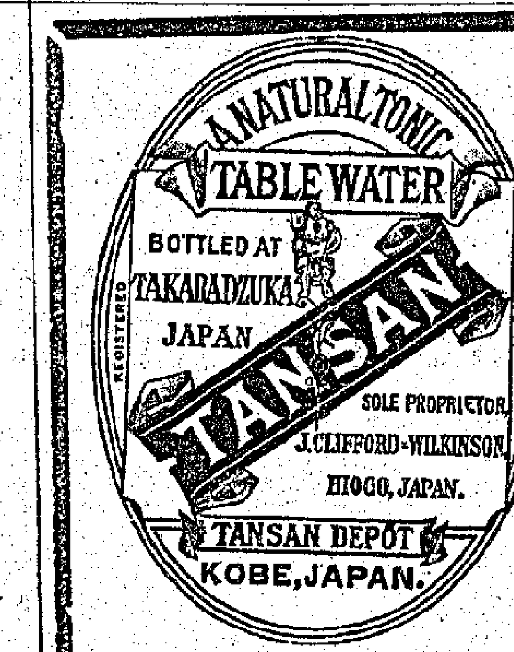


## CLIFFORD WILKINSON'S TANSAN

WAS AWARDED

THE GOLD MEDAL

AT THE

ANGLO-JAPANESE EXHIBITION

1910.

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WINE MERCHANTS.

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[42-2



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